

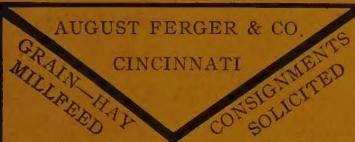
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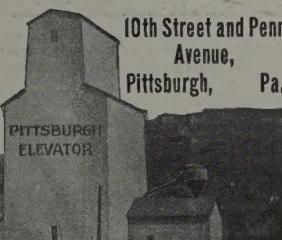
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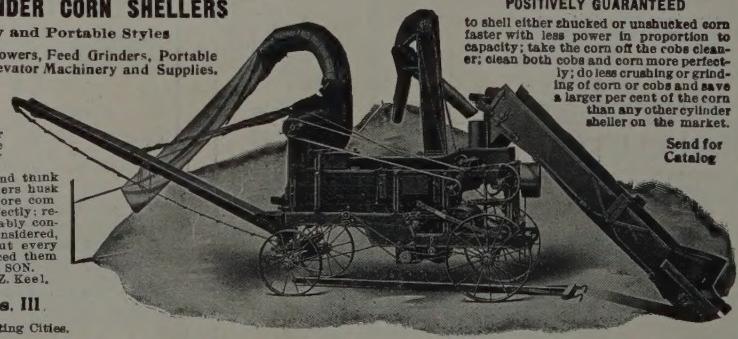
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CRAWFORDSVILLE INDIANA

GREENVILLE, OHIO

E. A. GRUBBS GRAIN CO.
Greenville, Ohio

Wants Correspondence with members of the
Grain Dealers National in Ohio, Indiana and
Illinois. We want strictly sound winter wheat,
yellow shelled corn and recleaned white oats.

KENTLAND, IND.

Try
Our Special Brand of White Oats
McCRAY, MORRISON & CO.
GRAIN SHIPPERS Kentland, Ind.

BOSTON, MASS.

THE D. W. RANLET CO.
708 Chamber of Commerce, BOSTON, MASS.

We are always in the market for sample lots
of wheat, barley, etc., and all kinds of grain
and feed. We are looking for salvage and
damaged lots of wheat. Send samples.

MEMPHIS, TENN.

WRITE US FOR QUOTATIONS ON COTTON SEED MEAL
H. J. HASENWINKLE COMPANY
MEMPHIS, TENNESSEE

HARRISBURG, PA.

HARRISBURG FEED & GRAIN COMPANY
ORGANIZED 1901
JAMES W. BARKER, Manager
HARRISBURG, PENNSYLVANIA
— GRAIN — FEED — HAY — STRAW —
Car Lots Only
Our manager has been buying grain in Pennsylvania
since 1885

Elevators Wanted

To get in direct communication with
would-be buyers of grain elevators reply to
ads in the "Elevators Wanted" columns of
the GRAIN DEALERS JOURNAL.



MILWAUKEE BAGS

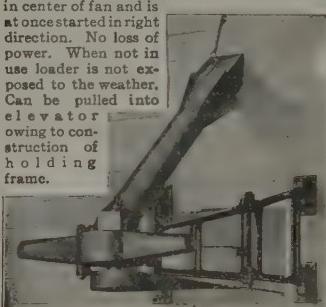
are made just a little stronger and better than seems necessary. At
the same time, the quality of our plate and presswork prints up your
brand in a way that will help sell your goods.
But you don't have to take our word for it—write for samples and
prices.

MILWAUKEE BAG CO., Milwaukee, Wis.

POWER CAR LOADERS FOR ELEVATORS

The Ideal Car Loader

Successfully loads both ends of car at the same time. See position of fan. Grain enters in center of fan and is at once started in right direction. No loss of power. When not in use loader is not exposed to the weather. Can be pulled into elevator owing to construction of holding frame.



This loader has many other points of superiority. Write now.

THE IDEAL CAR LOADER CO., ALLENVILLE, ILL.

The ONLY Car Loader
That Will Not
Damage the Grain.



North Manchester, Ind.,
August 15, 1907.
Mattoon Grain Conveyor,
Mattoon, Ills.

Dear Sirs: Enclosed find our check for the car loader. We are very much pleased with the combined cleaner and loader and don't know how we could get along without it. It certainly is a complete success. We have had experience enough with many different makes of loaders to know that it is difficult to get a loader that will load grain perfectly and that too without breaking or crushing the grain, but this will load a car perfectly without damaging the grain, and on the contrary materially improves it by the strong current of air passing through the grain. To understand what a complete success this loader is one must see it work. We like it well enough that we expect to put in one or two more soon. Very truly, KINSEY BROS.

THESE PARTIES ARE NOW INSTALLING THEIR THIRD MACHINE.

COMBINED Grain Cleaner and Pneumatic CAR LOADER

The ONLY Machine
that Will Clean and Load
at the Same Time.

For Descriptive Circular
and Prices — Address:

**Mattoon Grain
Conveyor Co.
MATTOON, ILL.**

YOU

Can find no present more acceptable to the progressive grain dealer than a paid up subscription to the Grain Dealers Journal.

MAROA MFG. CO. Maroa, Ills.

Gentlemen:—Enclosed please find draft to balance account. The loader is doing good work and I am well pleased with it.

MAROA MFG. CO.

Dear Sirs:—Herewith find check to pay for loader. It is doing splendid work.

Yours, etc., THE IVESDALE GRAIN CO.

IVESDALE, ILL., Aug. 8, 1908.

IVESDALE, ILL., Aug. 13, 1908.

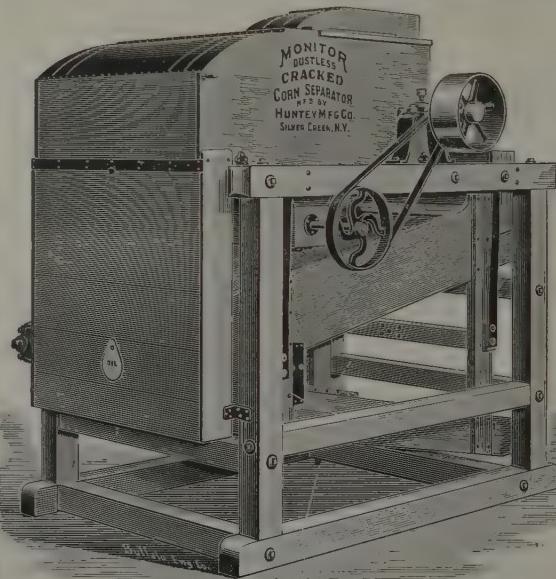
In June, 1901 we sold Mr. Camp a No. 12 Boss Car Loader for his Ivesdale house and in August 1902 he purchased one for his elevator in Romona. In May 1902 we sold one to Mr. W. W. Porterfield in Ivesdale and on the second day of last July we received a letter from the Ivesdale Grain Co. saying they intended to buy a loader so we had better send a man to see them. We did so that day and the next day we shipped them a No. 14. Of course Mr. Camp's old loader was still in successful operation otherwise his competitors would not have wanted a loader of that kind, but when he saw the new one they got he proposed a trade which we made.

We make them in five sizes all of which we carry in stock for prompt shipment and send them with the understanding that if you are not satisfied with them in every respect you may return them at our expense.

Maroa Mfg. Co.,

Maroa, Ill.

The Monitor Cracked Corn Separator



**This is the Original Combined
Cracked Corn Separator
and Corn Meal Aspi-
rator and Grader.**

If you wish to prepare straight or fancy grades of cracked corn for chick or poultry feed—perfect grades of table meal, feed meal or grits this machine will prove entirely satisfactory for these purposes.

Interesting testimonials and samples of work accomplished sent on request.

We Guarantee Results

Allowing 30 Days' Trial.

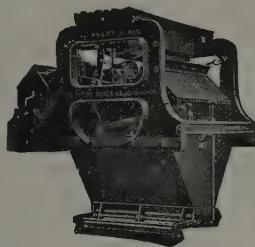
HUNTERY MANUFACTURING CO.,

SILVER CREEK, NEW YORK.

AVERY AUTOMATIC SHIPPING SCALES

USE THE SCALE recognized by the

Railroads and Grain Terminals



"On Nov. 27th we filed a claim with the R. R. Co. for \$15.92 being loss of 27 bushels of corn from car shipped from Stronghurst to Chicago, this corn being weighed by Avery Automatic Scale. There was NO RECORD of the car leaking, when it arrived at Chicago, but we received payment for the claim on Dec. 15th. Stronghurst, Ill., W. H. Perrine & Co., Dec. 21, 1908."

Avery Scale Co. North Milwaukee

Wisconsin

BRANCHES

New York
Chicago
St. Louis

Boston, Mass.
Chambersburg, Pa.
Des Moines, Ia.

Indianapolis, Ind.
Kansas City, Mo.
Minneapolis, Minn.

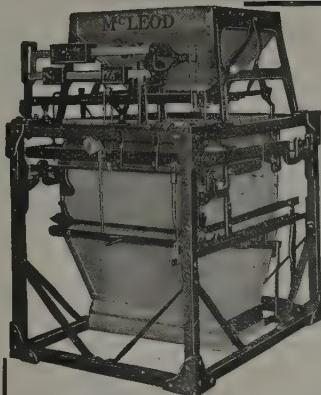
GRAIN SHIPPING LEDGER FORM 24

An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. A page is given to each firm to whom you ship and name indexed. The pages are 10 $\frac{1}{2}$ x 15 $\frac{1}{2}$ inches, used double.

Across top of left hand page is printed "Shipments To....." the column headings on this page are: Date Shipped; No.; Car Initial; Car No.; Kind of Grain; Grade, Bushels or Weight; Price; Am't. of Draft; Remarks. The right hand page is ruled with column headings as follows: Date Returned; No. Bushels Returned; Grade; Date Sold; Price; Freight Paid; Other Charges; Total Charges; Over Charges; Net Proceeds; Balance. Above the date column on each page are the figures "190.." In the column headed "No." on each page is a column of figures running consecutively from 1 to 50, thus numbering the lines on each page for quickly following record across the double pages.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.50.

GRAIN DEALERS JOURNAL
255 La Salle Street, Chicago, Illinois



The McLeod Automatic Hopper Scale

"The Scale That Weighs"

A masterpiece of simple construction, embodying the correct principles of the standard scales, including a graduated brass beam.

Weighs and records accurately, every pound of grain passing through it.

Requires no attention while in operation, and guaranteed not to stick on light or trashy grain.

Its smooth running qualities insures its durability.

J. D. EARHART & SON
DEALERS IN
GRAIN AND COAL

PARTRIDGE, KANSAS NOV 14, 1907.

MCLEOD BROS., Bloomington, Ill.

GENTLEMEN:—I have your favor of 12th and in reply will say I am more pleased with my scale. I have weighed with track scales and hopper scales but when I weigh a car of wheat or corn now I am not afraid to make affidavit to weights. I can show as fine weights now as any one. I don't care what kind of scale they are using. Don't hesitate to refer any one to me who is thinking of buying a scale. I can recommend it to any one who wants something good.

Yours truly,

J. D. EARHART & SON.

WRITE FOR CATALOG
MCLEOD BROTHERS, Bloomington, Ill. or Marietta, Kans.

Grain Purifier and Bleacher

This is a simple machine which gives supreme satisfaction. A little steam and sulphur fumes will transform the quality of your oats at a very small cost.

IT IS THE GRAIN DEALER WHO CAN MAKE CHEAP GRAIN LOOK GOOD AND SELL WELL THAT IS MAKING THE MONEY, and nine times out of ten this same fellow does it with a GRAIN PURIFIER.

Install one of our PURIFIERS and get your share of the profit.

For further particulars write us.



**U. S. GRAIN
PURIFIER CO.**
EARL PARK,
INDIANA

Car Movers

For \$3.75

Your Choice of

Easy

Atlas

Samson

Special

Sheldon

Champion

Manufacturer
Price
\$5.00

Each is claimed to be the best.
Order the one you want.

Elevator Machinery, Supplies,
Engines, Scales, etc.
at lowest prices. Prompt shipments.

American Supply Co.
1110 Farnam St., Omaha, Neb.

Gas Engine Books

Operators of Gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance:

The Practical Gas Engineer, by E. W. Longanecker, M. D., Price, \$1.00.

The Gas and Gasoline Engine, by Norman & Hubbard, Price, \$1.00.

The Gas Engine Handbook, by E. W. Roberts, Price, \$2.00.

Gas Engine Troubles and Remedies, by Albert Stritmatter, Price, \$1.00.

Plain Gas Engine Sense, by E. L. Osborne, Price, \$1.00.

For any of the above address,

Grain Dealers Journal
255 La Salle Street, - Chicago, Illinois

Perfect Control

of your wagon dump
when you have a



Reliance Automatic Dump Controller

It means that your farmer patrons can drive on your dump without fear of an accident to fractious teams. The movement of the dump is smooth and slow. Absolutely automatic.

Sent on 30 days trial.

RELIANCE CONSTRUCTION CO.
INDIANAPOLIS, IND.

Shippers

in the Northwest read this page;
your "ad" will be read too if you
place it here.

Did It Ever Occur to You

that the best way to get what you want, and get it promptly, is to send your orders to people who have had experience in the business, and who carry a stock of goods always ready for quick shipment? We have been in the Elevator and Mill Furnishing business over twenty-five years and feel that we know something about it.

We carry in stock a complete line of supplies, including Testing Sieves, Transmission Rope, Belting, Steel Split Pulleys in sizes up to 54 inch, Elevator Buckets, Conveyor Chain Belting, Sprockets, Lace Leather, Scoops, Shafting, Collars, Bearings, etc., etc. Send us your orders. We will satisfy you.

The Strong-Scott Mfg. Co.

Minneapolis, Minn.

Northwestern Agents for
Richardson Automatic Scales

Invincible Cleaners

Knickerbocker Dust Collectors

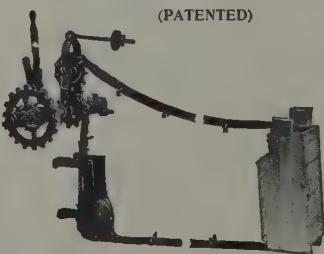


THE IMPROVED Safety Man-Lift

Is better than ever. Roller bearings, strong ropes, well made car, improved breaks and weights; also the safety catch and springs makes it just what you are looking for to save you those tiresome trips to the cupola. Your help will be better help if you install a man lift in your elevator or mill. Do it now while you have time. It will be a paying investment.

B. S. C. Chain Feeder and Conveyor

(PATENTED)



Carries all kinds of grain from dump sink or cribs to elevator, boot or sheller without mixing the grain, saves choke-ups and man's time. Catalog No. 2 tells all about our money saving machinery. Write for it and our Best Prices.

B. S. CONSTANT CO.

Bloomington

Illinois

RUBBER BELTING

Used by the leading elevator builders and contractors in filling their contracts is usually

"Hamilton Made"

If you have not insisted upon such a specification you should do so. Hamilton Made Rubber Belting, specially manufactured for elevator service, gives perfect satisfaction.

SAMPLES AND PRICES
UPON REQUEST

Hamilton Rubber Mfg. Co.

ELMER E. BAST, Mgr.

161 E. Lake St.

CHICAGO

Telephone Main 2296

GRAIN ELEVATOR BUILDERS

REDUCE YOUR EXPENSE

bill, by having an Elevator that does the work. I build and remodel grain Elevators. Write for plans and prices.

R. M. VAN NESS, Fairbury, Neb.

T. E. IBBERSON

Designer and Builder of
GRAIN ELEVATORS
310 Corn Exchange, Minneapolis

RELIANCE CONSTRUCTION COMPANY

ENGINEERS AND CONTRACTORS OF
GRAIN ELEVATORS

625 Board of Trade Indianapolis, Ind.

W. H. CRAMER

Designer and Builder ST. PAUL, NEB.
When thinking of building or remodeling your elevator don't overlook the fact that I build and remodel GRAIN ELEVATORS that give entire satisfaction. Scales and Gasoline Engines repaired.

I BUILD TO PLEASE
Grain Elevators and Warehouses

Plans and Specifications furnished
on application.

G. F. McCURLEY, Wichita, Kans.

J. A. HORN
DESIGNER AND BUILDER

Grain Elevators a Specialty
OKLAHOMA CITY, OKLA.

UP-TO-DATE

Economical grain elevators make money for owners. That's the kind I build in wood, concrete or steel. Write me now.

W. S. MOORE, 6 So. Main St., Frankfort, Ind.

N. A. GRABILL

Designer and Builder of
Flour Mills and Grain Elevators
DALEVILLE, IND.

Steel Grain Tanks

We are pioneers in this line and are building tanks in the good old fashioned way. Joints caulked, and guaranteed water, weather and bug proof. Long experience has demonstrated the necessity of high grade workmanship to make steel storage a success, we do it.

WM. GRAVER TANK WORKS, Chicago, Ill.

Oliver Construction Co.

Designers and Builders of
GRAIN ELEVATORS
Homer, - - Illinois

O. J. SLUSSER

DESIGNER AND BUILDER OF
GRAIN ELEVATORS
VAN WERT, OHIO

If You Want

regular country shippers to become familiar with your firm name, place your "ad" here.

Write to the

**Cramer
Construction Company**

1110 Farnam Street, Omaha, Neb.

for plans and estimates upon modern grain elevators. Over 200 of our houses in operation.

A. H. Richner

Designer and Builder of
Grain Elevators
I sell the Western Pitless Shellers.
Get my prices.

CRAWFORDSVILLE, Indiana

**Grain Scale Book
No. 23.**

An Indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Returns; Gross; True; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10 $\frac{1}{4}$ x15 $\frac{1}{4}$ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

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255 LA SALLE ST. CHICAGO, ILL.

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THE GRAIN ELEVATOR BUILDER

Who Builds Right Kind of Elevators at the Right Kind of Price

305 South Third Street
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THE PRACTICAL GAS ENGINEER

5th Edition.
If you operate a gasoline engine you need this book for it tells about the operation and care of one. Written by a man of practical experience. Contains 140 pages neatly bound in cloth. Price \$1.00

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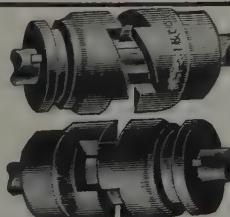
JAW CLUTCH COUPLINGS

Will save use of power by cutting off idle machinery. Special Cut Price Now.

GRAIN DEALERS SUPPLY CO.

Elevator Machinery

305 South 3rd Street, - Minneapolis, Minn.

**Grain Shippers**

and in fact all grain men who are wide awake and on the alert to get onto all the ins and outs of the grain business, subscribe for and read the Grain Dealers Journal.

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Macdonald Engineering Co.
DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS
Monadnock Bldg., CHICAGO, ILL.

GRAIN ELEVATOR
Designing and Construction
Made a Specialty
Witherspoon-Englar Co. Monadnock Blk.
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ELEVATOR BUILDERS
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Plans and Specifications
a Specialty.
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REINFORCED CONCRETE GRAIN ELEVATOR CONSTRUCTION

Fireproof Working Houses and Grain Tanks a Specialty.
Write for Plans, Specifications and Prices.

LUMBER EXCHANGE
MINNEAPOLIS, MINN.



YOUR ELEVATOR

should be built by those competent to give strength, durability and economy in operation and maintenance. In our years of experience we have built hundreds of elevators, running and giving satisfaction to-day.

In 1908 we built 38 new elevators. Repaired and remodelled 8 and made plans for 7. Surely some reason for the large amount of business. If you want to know write to-day

Burrell Engineering & Construction Co., 1140 Stock Exchange Bldg.
CHICAGO



JAMES STEWART & CO. CONTRACTORS

Designers and Builders of **GRAIN ELEVATORS** In All Parts of the World



Recent concrete addition to C. M. & St. P. Ry. Co.'s
tile elevator at Coburg, Mo.

GRAIN ELEVATOR DEPARTMENT, 1811 Fisher Bldg., Chicago

W. R. SINKS, Manager

R. H. FOLWELL, Engineer

We also do General Contracting and have offices in the following cities.

Write or call on any of them.

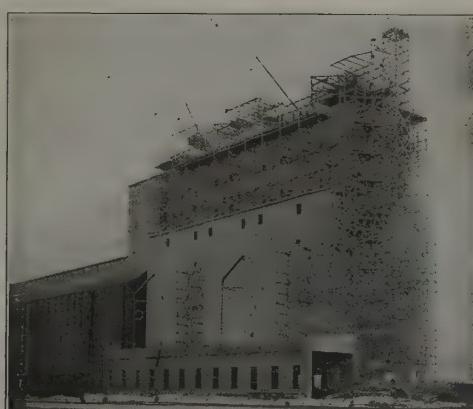
Chicago, Ill. 1811 Fisher Bldg.
New York, 130-137 Broadway

St. Louis, Mo Lincoln Trust Bldg.
New Orleans Hibernia Bank Bldg.

Pittsburgh, Pa., Westinghouse Bldg.

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Montreal, Canada



Canadian Pacific Fire Proof Grain Elevator

Under construction for the Canadian Pacific Railroad Co. at Fort William, Ontario.

The Barnett & Record Company
General Contractors Minneapolis, Minn.

Our Friction Clutch Pulley NONE BETTER



We Manufacture Full Line

ELEVATING, CONVEYING and
TRANSMISSION MACHINERY.

LINK-BELT SUPPLY COMPANY
MINNEAPOLIS, MINNESOTA

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VATING,
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STEAM
GOODS

HOSE

PACKING

BELTING
and
SUPPLIES

Sonander
Automatic
Scales
and
Baggers



Once Tried Always Used
Our Blue Thread Brand Long Fibre Transmission Rope

POWER APPLIANCE MFG. CO., Minneapolis, Minn.

SKELETON FRAME INDUCTION MOTOR



Skilled Electricians
are not required in FLOUR
MILLS and GRAIN ELE-
VATORS equipped with
Skeleton Frame Induction
Motors manufactured by the
General Electric Company.

¶ Where repair men are scarce and attendants are few these motors furnish ideal power. Any one can start and stop them; and if oiled they will run as long as power is needed. They are so simple in design and construction that there is nothing to break, nothing to wear out, nothing to get out of order.

¶ There are other features—safety, economy, etc. If you are interested write for booklet 763-E.

General Electric Company

Principal Office, SCHENECTADY, N. Y.

Sales Offices in all Large Cities.

1305

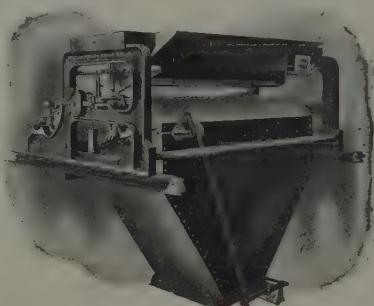
How About This!

GARRETT, ILL., Dec. 11, 1908.

"I have thoroughly tested the Richardson Automatic Scale and find it to be correct and absolutely safe as a shipping scale. The 2000-bu. scale will weigh as fast as any one wishes to load."

I heartily recommend the Richardson Automatic Scale to any one expecting to buy an Elevator Scale."

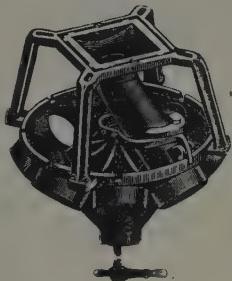
J. E. COLLINS.



In buying the RICHARDSON ELEVATOR SCALE
you buy something that is ABSOLUTELY SAFE

Richardson Scale Company

6 Park Row	NEW YORK
122 Monroe Street	CHICAGO
415 Third Street South	MINNEAPOLIS



Here is Where You Silently Lose Out

You cannot distribute grain in your elevator, fill all your bins completely full, and operate it entirely from the lower floor, without mixing grain. It is an utter impossibility.

If you would take the time to compute and calculate this loss of grain, you will find, if you are doing very much business that you could buy a

HALL SIGNALING DISTRIBUTOR

about every month, some times every day, with the money so lost.

Ask any one of your neighbors, who use a Hall, in any state, and they will prove it to you.

You ought to know this truth at once and stop this costly, silent leakage, by getting a *Hall* in your elevator as soon as possible. We will send it to you free, and let you demonstrate this yourself. Then pay for it after you have proved it, and end forever this increasing drain.

We send a list of users compiled to recent date. *Booklet B.*

Hall Distributor Company, 222 Ramge Bldg., Omaha, Neb.

Open the Feed Gate and the Trick is Done!

That's all there is to do to get grain up the elevator leg with a

Hall Non-Chokable Boot

and it gets it up twice as fast as it can be done with any other Boot. You don't look at the cups, or the feed gate. Just keep a full supply of grain pressing hard into the Boot, that's all.

You will be surprised at the enormous results this system accomplishes in a day or a week.

It more than doubles your capacity.

We send it on trial to be proved by you.

*Catalog E
Illustrates
It Fully.*



“Lost Pocket Book is Found”

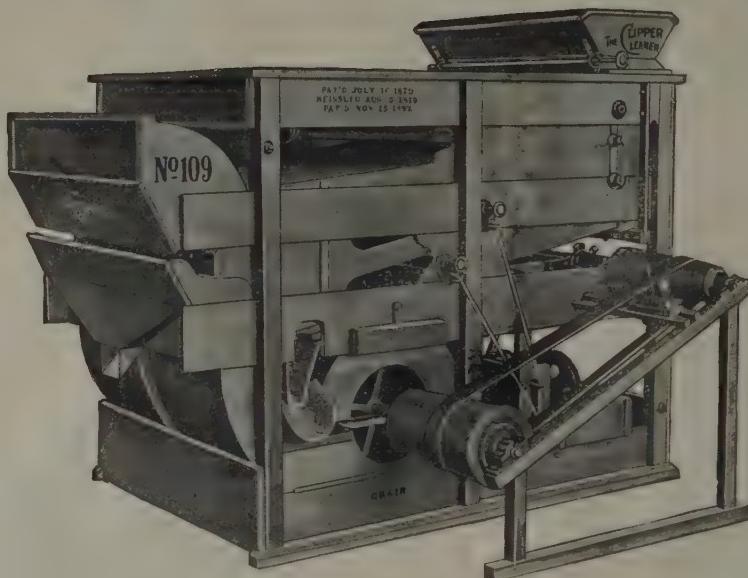
We have a letter from a traction line in Indiana saying that one of our souvenir pocket books which contained quite an amount of money and other articles was found on one of their cars which had a card in it bearing the name of Frank N. Sell. The traction company has been unable to locate Mr. Sell and if anyone can locate him we can assist in recovering the lost pocket book and contents.

Mr. Sell is evidently a Grain Dealer as we have no record of giving any of our souvenirs to anyone except those who are connected with the grain business.

Anyone knowing Frank N. Sell and his address will confer a favor by advising us.

THE PHILIP SMITH MFG. CO., Sidney, Ohio

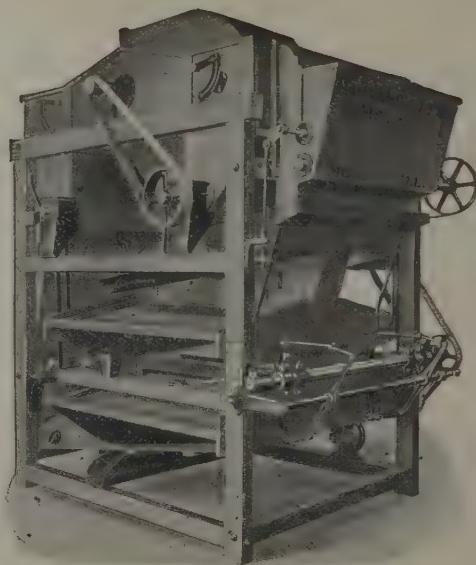
THE No. 109 CLIPPER SEED AND GRAIN CLEANER



A. T. FERRELL & CO., Saginaw, W. S. Michigan

shown here has our perfect Traveling Brush device on the screens to keep them from clogging, which enables it to do better work than any other Cleaner. It also has our special Air Controller, which an experienced man will see at a glance is a perfect device for regulating the air blast. It has three full length screens and one-half length scalper screen which makes it very desirable for handling dirty or chaffy seed, grain or corn. The excellent results obtained on this machine and the small amount of power required by it will surprise you if you have not operated one of our Cleaners.

We guarantee it to give perfect satisfaction on clover or timothy seed or any kind of grain and it can be operated with one-fourth the expense for power of any suction cleaner on the market. If you are looking for a first-class, up-to-date cleaner of good capacity, we would be glad to send you catalog and give prices and particulars upon request.



Cornwall Double Separator

CHE latest and best Elevator and Warehouse Separator on the market.

Will clean all kinds of grain and seeds.

Has both kinds of sieving motion. Sieves with their motion in line with the travel of the grain for removing straw and other coarse impurities and sieves on which the grain travels across the line of motion for making very close separations.

It removes the fine sand and seed at the head of the sieve.

Our sieve cleaners clean every inch of the sieves several times a minute. They work under the sieves and consequently lift the trash out of the holes and cause it to tail over instead of assisting it to pass through with the grain.

Both the air and sieve separations are at all times under the complete control of the operator.

Every sieve is at all times in plain sight and can be removed easily and quickly without disturbing any other part of the machine.

Other features described in our latest circular.

We also make a full and complete line of Feed Mills, Corn Shellers and Cleaners and furnish Elevator Supplies of all kinds.

BARNARD & LEAS MFG. CO.

Builders of Elevator Machinery and Supplies,

Moline, Ill.

WESTERN SHELLERS are indorsed by our customers because they give universal satisfaction, and are the standard of excellence in sheller building

D. S. SHELLABARGER, President
W. L. SHELLABARGER, Secretary

Shellabarger Elevator Co.

Receivers and Shippers of
Grain

Use Hoblitzel Code
Long Distance Phone 112
Marion County Phone 91

W. L. Richardson, Eng.,

Chief Insp. Board of Trade,
Decatur, Illinois.
New Orleans, La.

Jan. 8, 1908

Dear Sir,-

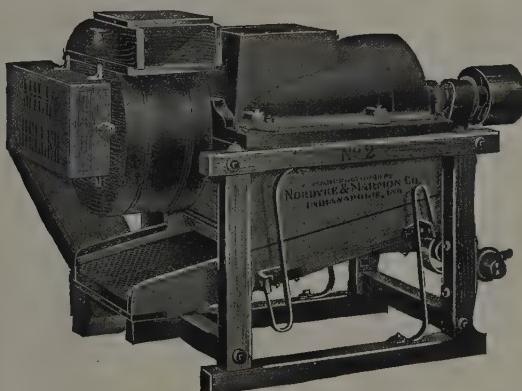
In answer to yours of the 6th would state that we consider the "Western" Sheller manufactured by the Union Iron Works, Decatur, Ill. the best sheller on the market. We have three or four different kinds of shellers in use but secure the most satisfactory results from the "Western" and have adopted this as our standard. Trusting that this information will be of assistance to you, I am,

Yours truly,

W. L. Shellabarger, Secy.

UNION IRON WORKS, Decatur, Ill.

Complete Equipments for Grain Elevators



MILL SHELLER

A Combined Sheller and Cleaner for small mills and country elevators. Simple, durable and economical. Cylinder discharges on head end of shaker, thus obtaining full benefit of screens. The most

efficient combined machine of small capacity on the market. Built in two sizes, 40 to 100 bushels capacity. Send for Catalog 568.

Our line includes mill and elevator supplies of all kinds, power connections, grain handling appliances and many special machines for mills and elevators.

Estimates cheerfully furnished.

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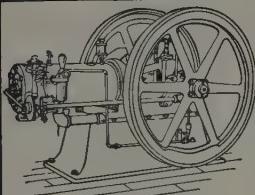
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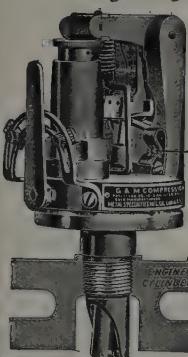
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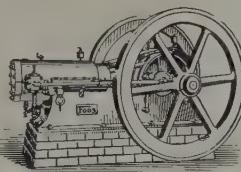
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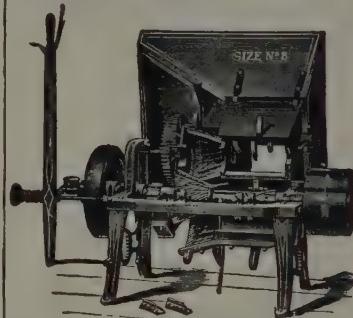


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MICHIGAN ELEVATORS FOR SALE: We have a number of money making Michigan properties on our list, all in active operation with good established jobbing and retail trade. Prices range from \$3,000 to \$11,000. Have splendid location for experienced bean man. Write for list. THE HENRY W. CARR COMPANY, Saginaw, Michigan.

20,000 BU. ELEVATOR, practically new, "one man house." Fairbanks scales, large gasoline engine, office building and corn crib. Located in north central Illinois, in fine grain section; good business; no competition; a money-maker. Best reason for selling. Price \$3,500. Address March, Box 5, Grain Dealers Journal, Chicago, Ill.

20,000-BU. ELEVATOR FOR SALE, located 25 miles from Des Moines, Ia. first class repair; two stands of legs; two 10-h. p. gasoline engines: sheller, cleaner, etc. Crib capacity for 12,000 bus. ear corn; good coal business in connection; handling about 175,000 bus. annually. Excellent reason for selling. For further particulars address Will, Box 6, Grain Dealers Journal, Chicago.

FOR SALE IN OHIO—15,000 bu. Iron Clad Elevator; Feed, Flour, and Coal business in connection. Located on the T. & O. C. R. R., 50 miles from Columbus, the capital of the state. Elevator in good condition and equipped with all good machinery; 16 H. P. Fairbanks-Morse Gasoline Engine, Richmond City Stone Buhr. New stock scales. These alone bring in \$300 annually. Elevator lighted with electricity; overflowing well in engine room, \$3,750 if sold soon. Reason for selling, too much business. Might trade for some well improved land, but would rather sell. Address Happy, Box 4, Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS.

WE HAVE a fine lot of flouring mill bargains from \$4,500 to \$20,000. Best line of elevator bargains we ever had, houses good physical condition, good business condition; will net from 20% to 35% net profit 5 years average; prices \$3,000 to \$25,000 in Central Indiana. Address John A. Rice, Exclusive Elevator Broker, Frankfort, Ind.

WE BUY, SELL OR TRADE ELEVATORS.

C. A. Burks, Pres.

J. L. Belden, Vice Pres.

J. C. Hight, Treas.

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ELEVATOR BROKERS.

NEGOTIATIONS CONFIDENTIAL.

134 E. Prairie

Decatur, Ill.

Every member of our firm is a practical grain man, having been in the grain business, and our Mr. Burks has sold more elevators than any other one man in the United States. We can give prospective purchasers more information concerning elevator properties in the United States than any other one concern in the country.

IF YOU WANT TO BUY, SELL, OR TRADE WRITE US.

ILLINOIS ELEVATOR FOR SALE OR TRADE.

No. 2576. This elevator is located on the L. E. & W. R. R. in Central Illinois, in a town of 200 population, having one bank, two telephone exchanges, telegraph office, two churches, good school, American nationality. This elevator is located on land leased of the R. R. Co. Has capacity of 30,000 bu shelled grain, dimensions 24x50. Studded bins, drop siding, metal roof. Brick foundation. Built 1902. Painted 1906. Plant has two stands of elevators, buckets 5x10 and 5x12. Bowsher feed grinder. Three steel lined grain dumps. Two cleaners. Howe scales, Boss Loader, chain transmission. 12 HP. Charter Gasoline engine, located in frame engine house attached to elevator. Office located near elevator, 14x16, built 1906. Fixtures consist of Howe scales, desks, etc. This station has two elevators, competition good, on friendly basis. Station handles 300,000 bu, this plant handles 170,000 Bu, of which 40% is oats and 60% corn. Very little ear corn. Land surrounding station is all level black farming land. This elevator is in first class shape in every way, competition is good and business is on profitable basis. Price \$12,000. \$6500 cash balance time, or would trade for good farm land. Owners reason for selling wants to retire. Plant is worth the money.

ELEVATOR IN WESTERN IOWA.

No. 2575A. This elevator is located on the Great Northern R. R. in a town of 1000 population. Town has one bank, telephone exchange, telegraph line, three churches, good schools, German nationality. Located on ground leased of R. R. Has capacity of 23,000 bu shelled grain, dimensions 30x32x46, crib construction, drop siding, iron roof, built 1890; Painted in 1904. Has outside bin capacity of 6000 bu. Plant has two stands of elevators, buckets 5½x10½, 1 shelled grain dump, Barnard & Leas Dustless cleaner, 60 bu Howe scales. Gravity loader, Chain transmission, 8 H.P. Fairbanks engine. Located in frame engine room attached to elevator. Office located near elevator 12x12, fixtures consist of Victor safe, Howe Dump scales, desks, etc. This plant handles 125,000 bu annually, while the total receipts of the station are 450,000 bu. Profits last year amounted to \$2250. Price on this elevator \$4000. Half cash and balance bankable notes or good farm land if taken at once.

ELEVATORS WANTED.

WANTED—To lease an elevator. Address Lock Box 287, Greenville, O.

WANTED—To trade for a good elevator in Kansas. F. P. Hawthorne, McPherson, Kans.

WANTED—Elevator handling 150,000 bus. annually; located in Central or Eastern Nebraska. Address Nutzman & Marquardt, Avoca, Neb.

WANTED—To buy or build an elevator; good grain point. Give full particulars. Address Field, Box 3, Grain Dealers Journal, Chicago.

WANTED—To buy an Illinois elevator, ear corn station. Give price and full particulars. Address Nob, Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED in South Dakota, western Iowa or southern Minnesota. Write full particulars. B. V. Loosemore, Sioux Falls, S. D.

TO EXCHANGE—A well improved 320 acre farm, for good elevator doing at least 75,000 bu. business annually. Address C. B. Cruzen, Wylie, Minn.

ELEVATOR WANTED in exchange for good improved farm. Give full description and price. Address Inde, Box 6, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED: Western Ohio or eastern Indiana. Give full particulars and price for cash in first letter. The Buckland Mfg. Co., Buckland, Ohio.

ELEVATOR WANTED in Northwestern North Dakota or Montana. Good territory. Would buy for cash or rent. Address Box 105, Fessenden, North Dak.

WANT TO LEASE one or more elevators in Southern South Dakota and Northeastern Nebraska. Write giving particulars. Address Rain, Box 6, Grain Dealers Journal, Chicago, Ill.

FINE LAND FOR ELEVATORS—I have half section of fine improved southeastern South Dakota land that I will trade for elevators well located in same section. Write me if you want good land for your elevators. B. V. Loosemore, Sioux Falls, S. D.

PARTNERS WANTED.

WANTED to buy an active interest in a firm doing a grain and hay commission business. Ohio preferred. Address Jack, Box 5, Grain Dealers Journal, Chicago, Ill.

WANTED—A young man to take half interest in a good paying grain business in Milwaukee. \$4,000 to \$5,000 cash necessary. Good position and salary of \$25 weekly, besides a good quarterly dividend guaranteed. For particulars write No 700 22d Street, Milwaukee, Wis.

WILL SELL to man of good reputation and business experience one-half or three-fourths interest in Grain, Hay, Flour and Coal business. Two elevators, five warehouses, seven hay barns, two coal yards. Business well established, about one thousand car loads per annum; growing town in Oklahoma; three railroads. Owner nearly sixty years of age. Will retire from active business as soon as practicable. Address A. B., Box 4, Grain Dealers Journal, Chicago.

SITUATIONS WANTED.

POSITION WANTED—as manager of country elevator, by experienced, capable man. Address C. J. Meyer, Frankfort, Ill.

POSITION WANTED as buyer or manager of a country elevator. 12 years experience. A-1 references. Address B. V. M., Box 6, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as traveling auditor, by practical and experienced grain man. First-class accountant. Address Paris, Box 1, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as manager of grain elevator by young man 25 yrs. old. Four years experience. First-class bookkeeper. Best of references. Address Wit, Box 6, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as manager of elevator, or bookkeeper and general office work, by young man 32 years old, and married; five years exp.; can give best of references. Address C. S. W., Box 3, Grain Dealers Journal, Chicago.

SITUATION WANTED:—Competent judge of grain, seeds and flour. Would like position with grain concern as buyer at live country station, or as assistant manager at terminal station. Address A. D. Box 6, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as manager of grain elevator or solicitor for grain firm; would put up time and experience against capital in grain enterprise; 5 yrs. exp. A-1 ref. Age 30; single. Address Moy, Box 3, Grain Dealers Journal, Chicago.

WANTED—Position as buyer, manager or solicitor, by married man, age 37. 20 years' experience buying and handling seeds, grain, feed, and hay. Have traveled all the grain states and know the trade. Highest recommendations. Address Expert, Box 2, Grain Dealers Journal, Chicago.

WANTED—A position as manager of country elevator in a Bohemian settlement. A-1 reference. Have had several years exp. At present am running a country elevator. Good reason for wanting to change. Am a Bohemian, 30 yrs. of age and married. Address Frank, Box 6, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

WANTED:—Young, active man to operate Eastern Illinois country elevator. Competent to help in office when not shipping corn and oats. Address B. V. Box 6, Grain Dealers Journal, Chicago, Ill.

WANTED:—A man with some knowledge of gas engine and feed grinding can obtain steady employment in a good plant located in County Seat in South Eastern Kans. State wages expected. Address Rab, Box 6, Grain Dealers Journal, Chicago, Ill.

RECEIVERS

who want to reach the regular grain dealers of the country use space in the GRAIN DEALERS JOURNAL

The GRAIN DEALERS JOURNAL

GRAIN FOR SALE.

FOR SALE—Oats and corn in car lots. Ask for quotations. Buckland Milling Co., Buckland, Ohio.

RECLEANED silver hull buckwheat, in car or bag lots. Write for prices. Sandusky Grain Co., Sandusky, Mich.

RECLEANED JAPANESE BUCKWHEAT in car or bag lots. Write for prices. H. B. Low & Son, Orangeville, Pa.

FOR SALE—Wheat, Corn, Oats, and Kaffir Corn. Delivered prices made on request to any points in the United States. Stevens-Scott Grain Co., Wichita, Kans.

WRITE OR WIRE F. J. Mead, Flandreau, S. D., for delivered prices, stating on what railroad you wish delivery made. Barley, Oats, and Corn in carload lots, shippers' weights to govern settlement, excepting where it is possible to furnish Chicago weights and inspection. Then Chicago weights and inspection will govern settlement. References, Illinois Trust & Savings Bank, Chicago, and First National Bank, Flandreau, S. D.

MISCELLANEOUS.

WANTED—Location to build an up-to-date elevator in good grain country. Address Bon, Box 5, Grain Dealers Journal, Chicago, Ill.

WANTED—To get in touch with anyone who owns land in the Texas Panhandle. We are in the market to buy. Address Cobb & Elliott Grain Co., Plainview, Tex.

RICE MILL READY FOR OPERATION. Well located on two railroads; will sell at a bargain and on easy terms to responsible people. Address Jesse H. Jones, Commercial Bank Bldg., Houston, Tex.

DRAIN TILE FACTORY FOR SALE—Up-to-date in every respect and operating very profitably. Make fine quality of tile, 4" to 24". All the orders we can handle. Address O. D. T., Box 1, Grain Dealers Journal, Chicago.

WRITE US if you want to sell your elevator or want to buy. We have a large list of elevator bargains and also some good exchanges for elevators. Address Iowa Mill & Elevator Brokers, Independence, Iowa.

EXCELLENT OPENING for live man to engage in live stock, implement and grain business in town of 400 in Eastern Nebraska. No live stock buyer here now. One other elevator. Requires \$5,000. Address: Bank of Waterloo, Waterloo, Nebraska.

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Screenings and off-grades of Grain and Feed Bought and Sold.

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THE ALBERT DICKINSON CO.

Clovers
Timothy
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Bromus inermis
Dwarf Essex Rape Seed
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SEEDS

Blue Grass
Orchard Grass
Millets, Hungarian
Redtop, Seed Corn
Peas, Beans, Bags, etc.
MINNEAPOLIS, MINN.

GRAIN WANTED.

H. C. METZGER, Merchandise Broker, Meridian, Miss., pays special attention to grain accounts, and solicits your business.

HOT AND DAMAGED CORN of every description wanted. Address L. F. Miller & Sons, 2931 N. Broad St., Philadelphia, Pa.

WE MAKE a specialty of Flour, Grain and Meal. Would be glad to have your quotations. E. W. Thompson & Co., 22 Vandiver Bldg., Montgomery, Ala.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial order to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

BUCKWHEAT FLOUR FOR SALE.

CHOICE pure Buckwheat Flour for sale. Prompt shipment. Miner-Hillard Milling Co., Wilkes-Barre, Pa.

ALFALFA MEAL FOR SALE.

WRITE FOR quotations on Alfalfa Meal, for prompt shipment, to The Land & Power Co., Arkansas City, Kan.

CORN CHOPS FOR SALE.

IF INTERESTED in straight car loads of Pure Corn Chops, write or wire Thomas as Grain Co., Thomas, Okla.

BAGS FOR SALE.

SECOND-HAND 68" 8 oz. Bags. Capacity four to five bushels grain. Good condition; no holes; 6c delivered. J. B. Worth Co., Petersburg, Va.

BEANS FOR SALE.

BEANS—Select hand-picked split white pea beans, bag lots. Costs about half price of whole beans and contains as much food value for baking or soup purposes. Samples and prices on application. Sandusky Grain Co., Sandusky, Mich.

PEAS FOR SALE.

FOR SALE—Whipporwill and Mixed Cow Peas, Dan Joseph Co., Columbus, Ga.

ALFALFA MEAL and Alfalfa Stock Foods

The most economical, the least expensive. Write for prices.

H. C. THOMPSON, Wichita, Kan.

SEEDS FOR SALE.

TIMOTHY SEED in carlots. N. J. Olsen Co., Moorhead, Minn.

HENRY C. ANTHONY, Portsmouth, R. I., grower of seeds for the wholesale trade. Write for prices.

FOR SALE—Alsike and Timothy Seed. Write Walter G. Trumpler, Tiffin, O., for samples and prices.

CANE SEED FOR SALE, Orange and Red Top. Ask for prices. Alva Mill & Elevator Co., Protection, Kans.

WE HAVE the largest crop of clover seed in 20 years. Write us for prices and samples. S. Bash & Co., Ft. Wayne, Ind.

SEED CORN—Drought resisting, 108 bu. per A. of dry shelled corn. Deep grain. Ferndale Stock Farm, Cedarville, O.

COW PEAS FOR SALE in car load or local lots; Whipperrills and New Era variety. If interested, ask for prices. O. F. Goodin Grain Co., Charleston, Mo.

KAFFIR CORN, Milo Maize, Millet, Cane Seed, and all other grains are now moving. Write us for prices. Cobb & Elliott Grain Co., Plainview, Texas.

SELECTED SEED CORN for sale. Standard White and Yellow Dent varieties. Write or wire for prices. Western Seed & Irrigation Co., Fremont, Neb.

FOUR VARIETIES—Pure Bred Seed Corn for sale. Early and late, white and yellow; special price to dealers, write us. Botna Valley Seed Co., Box 62, Lewis, Ia.

SEED CORN—Well cured and matured, testing 98%. Fancy Oats, Clovers, and Timothy Seed; graded; recleaned. Samples free. De Wall Bros., No. G, Proctor, Ill.

CLOVER SEED FOR SALE. We deal in field and garden seeds. If you want to buy or sell, please give us a call. We will be glad to furnish samples and quote prices at any time. Stoecker Seed Co., Peoria, Ill.

LINCOLN'S 60-DAY OATS—the greatest oat grown today. Heaviest yielder and earliest of all; escapes rust, drouth, hail and hot winds. For particulars address Dakota Improved Seed Co., 18 Main St., Mitchell, S. D.

SEED OATS. Fancy Michigan Recleaned No. 35 test White Seed Oats at 57c bush. bulk car lots, our track; less car lots sacked 60c, sacks extra. We also have Buckwheat for seed. Stockbridge Elevator Co., Jackson, Mich.

A LIMITED AMOUNT of Reid's Yellow Dent Seed Corn; every ear tested; shipped on 10 days' approval; if not satisfied return same at my expense and money will be refunded. **EARLY CHAMPION SEED OATS** cleaned and treated for smut. Address J. W. Coverdale, Elwood, Ia.

FOR SALE—Prize Winning Seed corn, grown under best conditions and from best stock obtainable. \$1.25 per bu. shelled: \$1.50 ear; bags at value. Every ear of this corn is carefully selected, and if not satisfactory can be returned. Write for samples. Yorst & Sherrick, Libertyville, Iowa.

The INVINCIBLE Compound Shake Dustless Combined Corn and Grain **CLEANER**

- 1 Two sets of Screens always in place.
- 2 Cleans 2 kinds of grain at operator's pleasure.
- 3 Change from corn to oats without touching screens.
- 4 Stationary—no shake.
- 5 Just the machine you need in your elevator.

Write

Invincible Grain Cleaner Co.

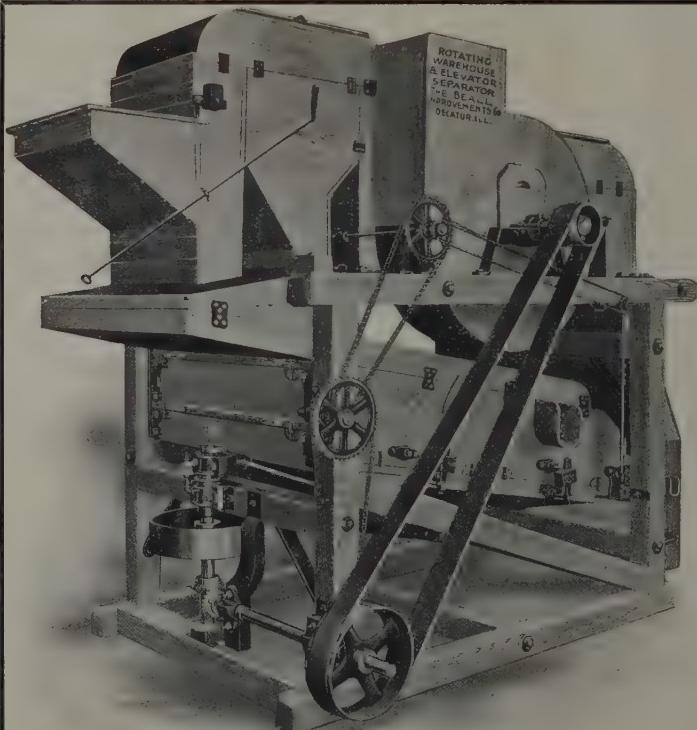
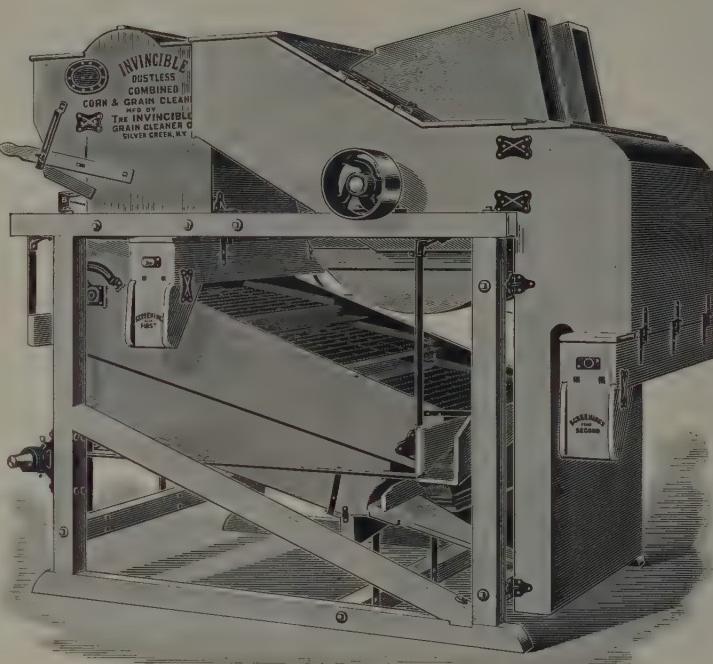
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GRAIN DEALERS JOURNAL

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The Advertising

value of The Grain Dealers Journal as a medium for reaching the progressive grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms place your announcements in the leading Journal.

The rate for Advertisements in the "For Sale" and "Wanted" Departments is 15 cents per line for each insertion.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.



GOLD MARKS SIGNIFYING QUALITY
OF CIRCULATION HAVE BEEN
AWARDED THE GRAIN DEALERS
JOURNAL BY THE AMERICAN
NEWSPAPER DIRECTORY

CHICAGO, ILL., MARCH 25, 1909.

FREIGHT RATES on grain from Buffalo to New York have recently been materially reduced, but as soon as the new Erie Canal is in operation, still lower rates can be looked for.

BUCKET-SHOPS will experience more trouble than ever operating in Iowa, as the old law has been amended and strengthened in hope of driving these iniquitous institutions out of the state.

WILL CONGRESSMEN who distribute free government seeds be prosecuted for disseminating weed seeds? The seed detectives of the Agricultural Dept. should be warned of the malicious intent of congressmen to violate the law.

ELEVATOR MEN who sought to foster retail trade in feed, coal, tile, lumber and other side lines by doing a credit business, have lost so heavily since the panic that many are reducing their business to a cash basis with increased profit to themselves.

THE OBSERVATIONS of a traveler on elevator foundations published elsewhere in this number, merit the thoughtful perusal of every grain man who contemplates building or improving his elevator. The expensive experience of others is worthy many times what it costs to read of and profit by their grief.

ELEVATOR MAN who can not stand it to see grain go by his door to a competitor, needs to get better acquainted with that competitor. No dealer has ever profited by paying more for grain than it is worth.

SHIPPING stored grain without the consent of the owner may be made a criminal offense in several states, as bills providing for punishment are promised. So elevator men must stop storing or charge a profitable storage fee.

DEALERS who encourage farmers to blow light weight oats out of their seed, and treat the balance with formaldehyde, will reap the reward of having more and better grain to handle, and many are now busy talking to farmers along this line.

RECIPROCAL DEMURRAGE bills of various characters are pending in the different legislatures, and grain shippers who are alive to the interest of their business, will work for every one offering even the smallest relief from the old jug-handled demurrage rules.

A SET SCREW in an Iowa elevator recently threatened the life of an elevator helper, but friends being close at hand, he escaped without serious injury. Set screws can be protected with collars so as to prevent clothes being caught upon them. The cost is small, the saving large.

RECENTLY we have learned of the Erie Railroad attempting to collect a higher rate on ear corn than its agent had charged and billed, and a higher rate than the Ohio Commission holds to be the legal rate day shipment was made. Evidently, it behoves shippers to consult railroad commissions frequently lest they be grossly imposed upon as to what is the legal rate.

GRAIN DEALERS who are interested enough in their business to desire to keep posted and take advantage of their opportunities, will often find information regarding new rates published in this Journal of special value to their business. In fact, many grain dealers have told us of lower rates secured, even when their freight agent knew nothing of the new tariff.

TRACK BUYERS and sellers would understand one another and prevent many disputes and differences, if each would send the other confirmation of each sale or purchase on day trade was consummated. Some track buyers refuse to buy over telephone, grain from shipper whose previous sales have not been confirmed in writing, and others refuse to pay drafts on any telephone purchases of which they have not written confirmation on file. Written confirmations protect the interests of both, and should be insisted upon by both, that misunderstandings may be avoided.

SMOKERS cannot be safely tolerated about the elevator when gasoline is being handled. A Minnesota wheat buyer, who was pumping out his ground tank, in which he had discovered a leak, was badly burned and the elevator destroyed through a careless smoker knocking ashes from his pipe.

RECENT conditions in the cash wheat trade seem to indicate that Mr. Patten's judgment as to supply of and demand for wheat, was not so far wrong as the anti-option agitators seem to think. A wealthy Tennessee farmer recently sold his wheat at auction at \$1.33 $\frac{1}{2}$ on his farm. Exports at late prices also bear evidence that Mr. Patten is not the only one who believes in higher prices for wheat.

NO ONE will raise any objection to shippers placing weight of grain on card in each car loaded, the practice recommended by Mr. Case in "Letters" this number, but many will resent being required to do so by any state. If the practice commands itself to the shippers they will adopt it without any interference by government. If they decline to do so no one will lose but themselves so it is a purely personal matter.

AN OKLAHOMA elevator man is having much trouble in disposing of cobs. If any of our readers have designed or used a cob burner which they consider safe and practicable, we would be pleased to have a description of it for publication. It has been found easy to build a brick burner which would burn the cobs, but as a rule, they are heated so intensely and so quickly, and cooled so rapidly, that cracking and crumbling generally follows soon after their completion and use.

THE IMPROVEMENT of the seed and soil is being seriously considered in all parts of the country. Even in Pennsylvania special trains are carrying agricultural college professors about the farming districts lecturing to grain growers. With all the agitation which is going the rounds, not only in the agricultural press, but the publications in many other lines, it would seem that farmers should awake to their opportunities, study their problems as business men study theirs, and thus insure larger returns from the acreage cultivated.

SALES made to arrive in Minneapolis must hereafter be filled from country stocks of grain, grain not previously inspected. Directors of the Chamber of Commerce have recently adopted a rule to this effect, and henceforth buyers who want the grain from the country will be able to buy what they want without the necessity of accepting grain loaded out of terminal houses. The terminal mixers have so imposed upon buyers, that the wonder is every market has not long since adopted a similar rule.

SOME RAILROAD OFFICIALS who recognize the poor carrying quality of corn during the germinating period, are notifying shippers that their lines will handle promptly shipments entrusted to their care during the next three months. While last year's crop matured much better than usual, still all corn shippers cannot expect to escape losses due to heating in transit.

MISSOURI PACIFIC shippers who have suffered the loss of grain as the result of overloading cars, will hereafter be put to the expense of transferring and charged for the minimum capacity of cars transferred to, whenever the overloading amounts to 4000 pounds above the marked load limit. It is not right that shippers should place the rolling stock of carrier and the lives of its employees in jeopardy by overloading its cars, and few shippers who think of this danger ignore loading regulations. Inasmuch as the cost of transferring will be at least \$5 per car, it behooves shippers to provide reliable shipping scales for determining the exact amount of grain placed in car.

BUYING stolen wheat will soon be a misdemeanor in Minnesota if a bill now pending becomes a law, as seems likely, and persons convicted will be fined \$100 or imprisoned ninety days. The bill has the endorsement of the juvenile courts, district judges, organizations interested in the welfare of children, and railroad detectives who strive to guard grain in yards. Many boys convicted of stealing, admit they began their downward career by stealing grain from cars. By depriving them of a market for their stolen goods, the boys will no longer sweep grain from cars, take it from full cars or break the seals of loaded cars, all of which will inure to the benefit and profit not only of the boys, but the shippers to Minnesota terminals.

SHIPPERS to Missouri grain centers are again threatened with political weighmen. Several bills are now pending in the state legislature which are designed to provide easy berths for politicians at the expense of grain dealers. Missouri shippers of grain have more influence with the members of the state legislature than shippers outside of the state, altho all are equally interested in having such bills killed. The weighing departments of the grain exchanges at Kansas City and St. Louis have done much during recent years to safeguard shipments to those markets, and all fully recognize and appreciate the great improvement made in weights. These departments merit the earnest support of the shippers, and every effort should be made to induce members of the state legislature to vote against their being displaced by a state weighing department.

NORTH DAKOTA'S Board of Grain Commissioners after searching inquiry into the work and methods of the Minnesota Grain Inspection Department and the Chamber of Commerce, has issued a report which should set at rest all of the agitation against the methods of the Minnesota department. No doubt copies of the report will be supplied to Senators Dolliver and McCumber, who have proved themselves to be so utterly lacking in any knowledge of the grain trade or its methods of doing business.

WE MADE a mistake in the last number, which we hasten to correct. We said that the managers of Christie & Co., the defunct bucket shop of the Southwest, would no doubt start in business the following week by "going just around the corner and put up a new sign." Now the old vice-president and general manager of the said defunct bucket-shop has a new sign, but he has not gone around the corner. He is in the same old shop, working the same old game; and, no doubt, he gets some of the same old suckers.

NORTH DAKOTA is enacting many bills for the regulation and control of the grain business of that state, and no doubt more harm than good will be done the trade. One bill which seems to have an excellent chance to become a law is "House Bill 305," which authorizes and requires the railway commissioners to establish grades of grain, and to receive reports from the state's expert representatives at Minnesota terminals for the benefit of the grain shippers of the state. We feel certain that while the shippers would not take the trouble to oppose such a bill, few, if any of them, would raise their finger to help it. They can be depended upon to run their business successfully without paternalistic interference by the state.

PREVENTING burdensome short weights in shipments by docking each wagon load received as was done by an Oklahoma weigher told of in "Letters," this number is absolutely indefensible. No dealer who has the interest of his business at heart will tolerate, excuse or condone stealing in any form, whether it be for or from him. The place to stop the losses are in transit and at terminals, or to weigh grain into car carefully and protect it in transit so that any loss can be proved to the satisfaction of the railroad claim agent. If the railroads paid all the shortages due to defective and unguarded cars they would soon remedy the trouble or at least make such an earnest attempt as to materially reduce shipper's losses. The remedy for shortages should rest with the shipper's refusing to load defective cars, carefully cooperating all others and using private car seals. Then if his weights are reliable his claim for loss will generally be paid without question.

IT IS INDEED gratifying to know that some elevator builders are now giving attention to making elevators lightning-proof. Many grain elevators have been destroyed during recent years as the direct result of being struck by lightning. It is claimed by lightning rod experts that elevators covered with steel or iron and sheeting continued into the ground will not be struck by lightning. The metal being a good conductor of electric currents offers an easy passage for electricity from the clouds to the ground. The elevator builder who so reduces the fire hazards of the plants he erects as to reduce the cost of insurance on buildings and contents one-half is favored by the thoughtful grain dealer and the mutual fire insurance companies.

ASSESSORS of every state seem to be selected for their wavering characteristics, and no doubt they are called upon to decide many finer points as to valuations and ownership than the average tax payer knows of. Some of these assessors never think of assessing for a grain elevator located on railroad right-of-way, supposing, we presume, that the tax is paid by the railroad company, but other assessors in their eagerness to pile high the assessed valuation of their district, assess everything in sight, and naturally do wrong to many tax payers who are honestly disposed. Judging from letters we have received recently, it surely behooves the grain dealer to study the laws of his state governing the taxing of property used in his business if he is to escape unjust taxation.

THE ESCAPE of the Standard Oil Co. from the threatened \$29,000,000 fine for receiving rebates on shipments is decidedly discouraging to the small shipper who has not funds to employ able attorneys to magnify and multiply technicalities to the extent needed to escape punishment. It seems a very difficult matter to punish large corporations when jealousy between judges is added to the influence of corporation friends at court. If the usual and accepted method of filing rates is not the legal one, then Congress should immediately busy itself with prescribing specific regulations for the method, so that the law's violators will not be able to escape punishment on the strength of minor technicalities which have little bearing on the point at issue.

ONE OF the means by which the R.R. Co.'s seek to secure the utmost possible revenue from each carload of grain is to refuse to make joint rates to the terminals off their lines, thus compelling the shipper to make use of one of a limited number of markets to which their tracks extend. This is not right. The R.R.'s are public servants, and the intermingling lines should all be highways open to every shipper on equal terms with every other, no matter where he is situated, for the transportation of his property to any point—at charges to be determined by the actual service performed, whether by one carrier or two or three. To their credit be it said that most of the R.R.'s of the land have pursued a fairly liberal policy in this regard, but there are a number of Co.'s that still adhere to the more restricted line of action.

FARMERS MUST DELIVER GRAIN SOLD.

During recent months, we have published notices of a number of suits successfully prosecuted by country grain buyers, who were damaged by farmers failing to deliver grain sold to them, and in "Letters", this number, is told of another case in which the buyer was granted damages to the extent of 3½cts. per bu. on 1241 bushels of grain which a farmer had sold to one dealer, and then sold a second time to another dealer after the market had advanced.

In years gone by, country elevator men never dared to attempt to enforce contracts with farmers for the purchase of their crops, but as the losses due to these broken contracts pile higher about the graves of ruined grain dealers, those left in the trade seem to realize that they can no longer afford to tolerate such injustice. Buyers are coming to stand for their rights, and we are glad to say that most of them succeed in obtaining a full measure of justice at the hands of the juries.

WILL ADVERTISE ST. LOUIS AS A GRAIN MARKET.

The Merchants Exchange of St. Louis has now under consideration a plan to advertise the advantages of that market to the grain shippers and buyers of the country. St. Louis has made many improvements during recent years, and spent much money in protecting the interest of those who seek to do business in that market. In fact, they have spent much time, energy and money in making St. Louis an attractive market, but they have neglected to advertise the improvements to the world, except at conventions, or when it has been explained or referred to incidentally in a paper, many of which have been published in the grain trade journals without cost to that market. The splendid entertainment of the National Ass'n last October did much to advertise and gain friends for the market.

The quick and vigorous punishment of wrong doers in a market, as well as the giving of wide publicity to their wrong doing and their punishment, will do much to advertise the intention of that market to protect those wishing to do business in it. The more thoroughly convinced the outsider is that he will be given good treatment in a market, the more attractive that market becomes to him, but after having learned of a market and the good methods prevailing there, he must also learn of and gain confidence in some firms to whom he can entrust his business with the conviction that they will do the business for him if it be possible to do it whether his order be one to buy or sell, cash or options.

The move to advertise the market is a good one, and will surely result in much benefit to possible patrons and to the

St. Louis market, but in order to obtain the full benefits of such a campaign, it must be supplemented with vigorous advertising campaigns by the individual firms.

INSPECTORS MUST KNOW WHEAT FROM GRAIN.

Politicians have so greatly interfered with the efficiency of Missouri's grain inspection dept. that a bill has been introduced in the state legislature by Representative Miller of St. Louis, providing very necessary requirements of those seeking positions as inspectors. The members of the grain trade of the country have long persisted in demanding even more exacting requirements than is outlined in the bill, but if this advance is made, and strictly enforced, the trade will have much more hope than ever for the ultimate efficiency of the political grain inspector.

The bill provides as follows:

"No person shall be appointed by the chief grain inspector, nor by the railroad and warehouse commissioners, to any position in the grain department who does not know the difference between wheat and corn.

"There now being employed in said department persons who do not know such difference as exists between wheat and corn, this creates an emergency within the meaning of the constitution; therefore this act shall take effect immediately upon and after its passage."

Dealers of other states having or now threatened with political grain inspectors will watch the course of this bill with the earnest hope of its early enactment and enforcement. Any improvement in the political inspection forces would be most welcome to the shippers of every state.

LAW NEEDED TO REQUIRE UNIFORM RULES.

Federal inspection is not dead. The bills introduced at the last session have passed into history as bills, but Senator McCumber has already introduced a new bill. The agitators seem to be just as active as ever, and if they have their way, laws will be enacted by the present Congress empowering and requiring the Agricultural Department to inspect and grade all grain grown within the boundaries of the United States.

The members of the grain trade who have favored federal inspection have done so principally because they thought uniform rules and uniform grading to be an impossibility under existing control of inspection. If Congress will enact a law requiring the use of uniform rules governing the inspection of grain in interstate and foreign trade, then will the much desired uniformity be obtained, the members of the grain trade delighted, the complaint of the foreign buyer satisfied, and the bottom knocked out of the arguments of the scheming politicians, who

would have the federal government attempt everything that is needed to be well done.

With a law requiring uniform rules in interstate and foreign trade, the grain trade would soon insist on the same rules being used in intrastate trade. Such legislation may not be entirely to the liking of markets now sacrificing everything to the support of competition, still it will relieve the trade of a much less objectionable regulation, if not an inefficient inspection force for the entire country.

LOOK OUT FOR GEORGIA'S PURE FOOD REGULATIONS.

Georgia's Commissioner of Agriculture seems determined to advertise his existence, altho the ultimate results may not be to his liking. Imitating the great federal regulator, Dr. Wiley, Georgia's Commissioner not only is seeking to prevent mixing of grains, but he goes so far as to forbid grain being shipped into that state containing even those impurities which it contained as it came from the farm without it being so plainly marked on each package as to give notice to buyers as is shown by the following:

NOTICE TO DEALERS IN CORN, WHEAT, RYE, BARLEY, OATS AND OTHER GRAINS AND SEEDS.

If any substance, such as chaff, screenings, damaged, faulty or unlike seeds or grains or foreign material be mixed with or added to seeds or grains as an adulterant, and the per cent of such mixture not plainly marked on the package containing it, or in which it is offered for sale, showing the true composition of the mixture or the character of the adulteration, will be considered a violation of the Food and Drugs acts of Georgia.

T. C. Hudson,
Commissioner of Agriculture.

Georgia is a large consumer of Western grain, and generally shipments to that state are sold on grade; the trade being satisfied with the impurities admitted by the rules of the market in which the grain is bought. If the buyers are not satisfied with their purchase, they have a remedy in a civil suit, but it seems very unjust that the technical Commissioner of Georgia should have power to condemn and confiscate grain he is willing to pronounce impure because of the foreign matter contained in it when it came from the thrasher.

Technical regulation of such unimportant matters cannot promote the interests of the live stock of Georgia, nor foster trade relations with the grain shippers of other states. The rigid enforcement of these unnecessary requirements will force many shippers to avoid the state and compel those who do ship grain into the state to clean it so carefully as to make it necessary to add several cents to the price, all of which, together with the cost for inspection and regulation, the people of Georgia will pay well, and that too without receiving any service of real value for their money.

Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

FARMER HELD TO CONTRACT.

Grain Dealers Journal: For the benefit of fellow dealers who have failed to get the corn contracted by farmers I am glad to say a jury Mar. 18 brot in a verdict allowing me damages to the extent of \$43.43 against Martin Menz, a farmer.

This man sold me 1500 bus. three white corn at $55\frac{3}{4}$ ¢ per bu., on Jan. 20, agreeing to deliver in 10 days. On account of the soft weather and bad roads it was impossible for him to deliver in the time agreed upon; and upon the expiration of the 10 days he refused to deliver, contending that contract was made under these terms: that if it were impossible for him to deliver in the 10 days, contract was to be null and void.

Later he sold his corn to another dealer for 57¢ and delivered 1241 bus. The jury allowed me damages of $3\frac{3}{4}$ ¢, or the difference in contract price and value of grain in elevator at the expiration of the 10 days.—O. I. Richolson, Steward, Ill.

SHIPPERS SELECTION OF A RECEIVER.

Grain Dealers Journal: Allowances for "soda-water" and cigars, which at one time were such large items in the expense accounts of traveling agents, are becoming more and more reduced, and it is probable that a majority of receiving houses in the grain trade have cut them out altogether. Still, the custom of setting up the drinks prevails, even now, to a greater extent than many realize, and there are yet shippers who, under the cheering influence of a glass or more of rye or barley brew, promise their business to the convivial gentleman who represents Blank & Co. on the road.

Should they, however, take the pains to think it over a few hours afterwards, it will be very plain to them that this is not good business policy. The fact that they have been treated by someone to a few cents worth of "spirits" should not influence them very profoundly in the disposition of any considerable portion of their business. It is but natural to feel kindly towards one who makes an effort to be agreeable and shows that he appreciates your business, and too much cannot be said in favor of the cultivation of cordial relations; but in determining upon a commission merchant the question ought to be—not whether Mr. Sykes of Blank & Co. is a "good fellow," but whether that firm can secure as good or better results than any other house in that market.

For one who is newly entering upon the business it is advisable to try some of the leading firms with a few shipments made at about the same time, so as to arrive at a comparative estimate of the relative prices secured by each, the promptness with which you receive returns, and the general character of the care taken in the handling of the property.

It is a fact, however, that a great many

shippers, captivated by the pleasant manners and open-handed liberality of "our Mr. So-So," have commenced doing business with one house and have not changed until brot to a sudden realization that they were not getting as much out of shipments as their competitors. Sometimes, no doubt, they strike it fortunately, and where one house gives good satisfaction it is excellent policy to stick to that house; but first make sure that you have the right people.—S. R. I.

MAKE NO DEMAND FOR SHRINKAGE IN TRANSIT.

Grain Dealers Journal: As I understand the matter, the railroads in general adopted, effective January 1, 1909, the practice of making no demand for ordinary shrinkage in weight of grain while in transit on shipment moving after that date. I further understand that claims filed against such shipments have, since that time, been handled accordingly.—Yours truly, Edw. E. Wright, Freight Claim Agent Pennsylvania Lines West of Pittsburgh, Pittsburgh, Pa.

BOOKKEEPING FOR COUNTRY ELEVATORS.

Grain Dealers Journal: Almost every issue of the Grain Dealers Journal contains an account of a failure of an independent buyer or a farmer's elevator company and the verdict in every case as pronounced by outsiders is "speculation." Speculation on the "wrong" side of the market often hastens the end, but poor bookkeeping contributes largely to more failures than would seem possible. Slipshod methods will not win in any business. The only way is to start right and stay right, get out a monthly balance and in case several parties are interested prepare a copy for every partner or officer who may have a voice in the management of the property. In connection with a trial balance, an accurate grain balance showing the amount of grain on hand, in store, unpaid for and in transit is an indispensable adjunct.

The average grain man estimates his financial standing by the amount of money to his credit at the bank, plus a rough estimate of what grain he may have on hand. This same system is often followed by elevator companies having implicit confidence in their managers, who as a rule are overworked by trying to handle the larger share of the grain coming to the station on a very small margin and then loaded up with side lines.

As I look over the different styles of grain tickets used by dealers who have favored the Journal with their plan, I come to the conclusion that the methods of bookkeeping at the different elevators vary widely, yet all strive to attain the same result. In many cases our business is similar in character, therefore we ought to strive for an uniform system of accounting. Let us make suggestions for the different departments of the work and the book manufacturers will profit by the outlines of what is wanted so that we can buy records for our several departments that will simplify and facilitate the recording of our various business transactions. I think it impossible for any one not a deliberate wrecker, to fail for the amount some grain companies do if they could tell at any time where they were at financially. In order to help the erring bookkeepers

let us have suggestions from those who have a good working system. If they can be improved on every fair-minded man will welcome suggestions.—G. B. R.

WEIGHT CARDS HELP TO DISCLOSE LEAKS.

Grain Dealers Journal: I wish to take exception to your remarks on Senate Bill 344 now pending in the North Dakota Legislature, on the grounds that it is a most important matter to the grain shippers whose grain goes to Minnesota terminals. The Minnesota Grain Dept. requires or asks that all shippers put a record of the weights of grain in each car so that in case of a shortage, claim may be established, otherwise the Department will not be held responsible for a shortage.

My experience as a State Weigher at Minnesota terminals for several years and as a shipper for the past few years, convinces me that no better plan could be inaugurated than that of having every shipper place a card of some kind in each car giving the weights of grain loaded into it that the terminal weighers may be advised in advance of the amount of grain contained in each car. Where cards are used and a shortage is found close examination is made of car, and in many cases car is found to be in bad condition causing a leakage that would not have been discovered if card had been left out.

Herewith I enclose a sample card of our own make up which has been recommended by the State Dept. of Minn. as a very satisfactory manner of recording and informing the Weighing Department of weights and from using these we have received excellent results.

We record each draft placed in card and give the total weight as well as its equivalent in bushels, and also give a report on the condition of the car before we loaded it. This card is placed in a conspicuous place in car so unloaders will see it and compare our weights with terminal weights. Following is the form we use:

NOTICE!

To Weighmaster:

The grain in this car has been carefully weighed. If found short when unloaded, investigate and report immediately to

Case Elevator Co.,

HARRY M. CASE, Mgr.,
McVille, N. Dakota.

Please Return this Card.	Pounds	Bushels
Car No.		
Initial.		
Contents.		
Station.		
Day Loaded.		
REMARKS:		
Total Weight.		

(OVER)

On the back of this Weight Card we print the following form with the expectation that Terminal Weighers will fill in the facts and return to us:

Weighed at	190.....
Car No.	Initial.....
Capacity	
Shipper's Weight	
Over or Short.	
Seals.....	
Remarks:	
Weigher.	

If any shipper has a better scheme we would be pleased to know of it.—Harry M. Case, McVille, N. D.

NEW WAY TO AVOID LOSS IN TRANSIT.

Grain Dealers Journal: During the past season I was shipping shelled corn which was weighed by my nephew, a competent young man, but my cars continually lost in weight. One of my friends here who has had some experience in the corn business and who was eager to work for me, kept insisting that there was no excuse for the loss in each car that I had been having. He assured me that if I would give him a trial as scale man, I would have no cause for complaint. I tried him on several cars and the loss was trifling.

My nephew left me for another position, and after close of the season one day my late weigher was talking about his satisfactory service and I agreed that I had suffered little loss in weights or differences between loading and destination weights since he had handled the scales. I finally asked him how he thought the matter was so much better handled by him than by my nephew. To my intense astonishment he replied in an earnest and conscientious way, "I weighed each wagon load short about 25 pounds before I had the corn loaded into the car."—T. P. Martin, Jr., Marlow, Okla.

DULUTH FIRM BUYS FROM FARMERS.

Grain Dealers Journal: I would like to know what regular shippers think of a grain commission firm, which solicits the trade of the country elevators, and at the same time sends a man here to buy direct from the farmers. About two weeks ago I received for my company a car load of wheat from Wm. McDaniel, a farmer, to be shipped through the house for him, unless he should sell it elsewhere at price he desired.

Ely, Salyards & Co., Duluth, keep a man at Kinsal about 25 miles from here who buys direct from the farmers, even going into the country trying to induce farmers to load cars. I have been told by some of the farmers that he offers them terminal prices for grain less freight. There is no elevator at Kinsal.

After getting McDaniel's wheat in our elevator I sent samples to the Duluth and Minneapolis inspectors. Duluth Inspector said the sample graded No. 2 with possibility of the car going No. 1; the Minneapolis Inspector called the sample No. 1. At that time No. 1 wheat was selling for \$1.14 and the representative of Ely, Salyards & Co. at Kinsal offered McDaniel \$1.06 for it, f. o. b. cars here, our weights at 2-lb. dockage. Part of it

docked 2-lb. and part 3-lb. by actual test here. Mr. McDaniel drew for full amount, draft attached to B/L through First State Bank here.

Of course we received our usual fees for hauling the wheat, so we have no kick coming on this grain, but I don't like the principle. Ely, Salyards & Co. pay within 8c of the Minneapolis price to the farmers when our freight and commission charges are 8.8c per bu., besides switching, weighing and inspection charges. If a farmer has only a small amount of grain, not enough for a car load, they will not even notice him.—H. C. Barber, McHenry, N. D.

SCOOPERS ARE NUMEROUS IN OHIO.

Grain Dealers Journal: Remarks in recent numbers of the Grain Dealers Journal regarding laws proposed for the regulation and taxation of itinerant peddlers, also your commendation of North Dakota's Senate bill No. 270, which was designed to bond and license scoopers, prompts me to remark that no state is so overrun and cursed with the itinerants as Ohio.

Scoopers, like peddlers, travel around this state and do far more harm to farmers than to any one else because of their dishonest trickery, but the local merchants and grain dealers also suffer not only a loss of business, but they suffer the loss of confidence of the farming community in the honesty of the average merchant. Farmers are imposed upon so frequently by these sharpers that they naturally get to look upon all merchants as tricksters, and the grain dealers of Ohio suffer more than men engaged in any other line of merchandising in this state.

I firmly believe that every country merchant of this state would earnestly support any bill seeking to drive these irresponsible peddlers and grain buyers from the state. Local ordinances may help to protect farmers from these imitators, but I have far more faith in a

state law requiring scoopers and peddlers to give a bond for at least \$5000, and pay a license fee of several hundred dollars for the privilege of doing business in the state. These men seldom have any property, and never have permanent investment in facilities for doing business which can be reached by an attachment; hence, they have nothing at stake, and the farmers are swindled by them without recourse.

I believe the state associations of merchants and grain dealers owe it to the farmers to secure the enactment of some law that will give permanent relief from these dishonest shysters. I would be glad to know how other states have secured relief from them. Hoping that some measure of relief may soon be devised and enforced, I am, T. A. M.

New Elevator at Waverly, Neb.

A new elevator has recently been completed for the Lincoln Grain Co. at Waverly, Neb., which contains several novel features worthy of consideration by every grain man who contemplates building a new house. It has a heavy concrete foundation. The receiving sink under dump is also constructed of concrete and hopped over so that grain will run direct to boot of elevator.

The building is 32x26 and 36 ft. to the square. The one stand of elevators is equipped with 11x6 inch buckets. The 600 bu. hopper scale is placed high in cupola so that grain can be spouted direct through steel loading spout to cars without shoveling. A No. 34 Barnard & Leas Separator is provided for cleaning grain. It is covered with the best grade of galvanized iron and made lightning proof.

The engine room and office 20 ft. from the elevator, is constructed of concrete. In the engine room is a 10-horse power gasoline engine. In the office is the beam of a four ton wagon scale, the scale being placed on a Birchard Patent Concrete foundation which is well drained and moisture proof. The house was designed and erected by G. H. Birchard.



Lincoln Grain Co.'s New Elevator at Waverly, Nebr.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

Illinois.

Assumption, Ill., Mar. 18.—We have been enjoying a very nice business the past two weeks, but think the movement is pretty well over until after seeding time.—J. F. Ellis, mgr., Farmers Elevator Co.

Christopher, Ill., Mar. 10.—Acreage of winter wheat about the same, but condition not as good as last year. Not to exceed 5% of wheat, 25% of corn and no oats left in farmers' hands. Not much grain is being moved and not much here that can be moved.—Christopher Milling Co.

Bishop, Ill., Mar. 16.—Acreage of wheat in this section, as compared with that of last year, is about 95%; condition, 90%. Wheat left in farmers' hands, 5%; corn left in farmers' hands, 25%. Prices of corn and wheat are satisfactory to the farmers, so we have a good movement of both grains when the roads are good.—John H. Bishop.

Indiana.

Francesville, Ind., Mar. 22.—Most of the corn and oats and all of the wheat has been shipped. Late freezes have damaged the winter wheat and I look for a large increase in the acreage of corn and oats. Farmers are giving unusual attention to the selection of good seed.—J. M. Hudgens.

Iowa.

Des Moines, Ia., Mar. 9.—The percentage of the marketable portion of the corn and oat crops that had been marketed Mar. 1 is 59 and 81% respectively, against 68 and 85% a year ago. Compared with last year the farm consumption of corn is 84%—Geo. A. Wells, sec'y Western Grain Dealers Ass'n.

Kansas.

Leon, Kan., Mar. 11.—Not in wheat belt. Not over 3% of corn is left in hands of farmers.—H. E. King, cashier State Bank of Leon.

Longton, Kan., Mar. 8.—Wheat is in fine condition at present; acreage only about 40% compared to last year's crop. Not more than 5% of last year's crop remains in farmers' hands.—John Hayes.

Washington, Kan., Mar. 22.—Wheat prospects are good. All fields greening up nicely 14 miles south and east. Ground in good condition. Farmers will be busy sowing oats this week.—F. H. Hoerman.

Plainville, Kan., Mar. 15.—Old wheat practically all in. New crop is starting up, has had a good blanket of snow for the last few days. Weather fine at present. An average acreage was sown.—Stucky & Henrie.

Milan, Kan., Mar. 15.—The acreage of wheat sown last fall was about 85 or 90% of the previous year; 10% of the wheat remains in farmers' hands. Very little grain moving. Farmers are not in a hurry to sell balance of their wheat.—Geo. W. Hough.

Madison, Kan., Mar. 10.—Probably 10% more acreage of wheat this year than last; condition good. Very little wheat or corn, am shipping in corn for home demand. Nothing shipping out and think none in farmers' hands, or at least very little.—S. V. Bitter.

Neosho Rapids, Kan., Mar. 10.—Wheat acreage about as large as last year. Condition of crop not good, it froze out, and the outlook is not good, too much wet weather and freezing. No old wheat in farmers' hands. No corn on hand, not enough to supply the home demand.—Geo. A. Smith.

Pretty Prairie, Kan., Mar. 10.—Winter wheat not in as good condition as last year on account of high winds thru Jan. and Feb., and not much moisture; condition about 90% of last year. Farmers hold no wheat and 40,000 bus. corn. Movement of wheat has been good, of corn slow, farmers not inclined to sell at present prices.—X.

Seward, Kan., Mar. 8.—Wheat has come out and greened up considerably since it was so badly wind-blown. We now have good prospects for wheat, but need moisture. The wheat is about all out of the farmers' hands in this vicinity; but considerable corn is left in the country. We had a good corn crop here, but little has been sold.—R. L. Cunningham, agt. Larabee Eltr. Co.

Kirwin, Kan., Mar. 9.—Wheat acreage about the same as last year; average condition about 70%. Do not think there is over 2½% of old wheat in this locality. About 55% of the corn is still in farmers' hands. Will not be able to ship any corn out as it will all be used for home consumption. Farmers willing to let go of wheat, but holding for higher prices on Kirwin. J. S. Jones, mgr. Kirwin Eltr. & S. Ass'n.

Moundridge, Kan., Mar. 9.—Acreage of winter wheat in this locality is about the same as that of last year. Its condition at present is very favorable. We lately had a rain and snow that made it look favorable. The wheat has practically all been sold, but there is still some corn to move. The wheat receipts have been heavy in the last week or two and the balance will undoubtedly be sold at the present high price.—Farmers Eltr. Ass'n.

Canona, Kan., Mar. 15.—The acreage of winter wheat tributary to this station, exceeds that of last year by about 20%, and the condition is better. Some damage has been done by high winds during the winter; however, present conditions indicate about 90% of a full crop with favorable condition from now on. But little grain remains in farmers' hands, not more than 2% of last year's crop. Most of the wheat held by farmers has been marketed within the last 30 days.—J. A. Stinson.

Olivet, Kan., Mar. 9.—Acreage of winter wheat as compared with last year is about ¼ or 1/3 less; and the wheat, as a whole, is not in good condition. Farmers hold from one to two cars of wheat and probably will sell soon. No corn raised here last season. No wheat moved from here since the first of the year, while we have received several cars of corn. Sowing of oats, clover, alfalfa and timothy was going on rapidly when checked by the storm of Mar. 7.—Olivet Eltr. & Lumber Co.

Osborne, Kan., Mar. 22.—Acreage of wheat compared with last year, 98%; condition, 100%. In farmers' hands not more than 1% of wheat; of corn, 80%; no oats or barley. The winter wheat crop is looking fine; plenty of moisture in the ground, and we do not think that moisture will be badly needed for three weeks. No corn was raised in this locality the summer of 1907 and everybody is holding to all of the corn that they can until the next crop is assured.—Solomon Valley Milling Co.

Kentucky.

Winchester, Ky., Mar. 5.—Wheat is probably a little short in acreage, but is looking fairly well at this date.—Goff & Bush.

Moscow, Ky., Mar. 9.—Acreage of wheat 60%; condition, 40%. Only about 5% left in farmers' hands for home use and about 10% of old corn on hand, held for home use; surplus sold early at 60c to 70c. Full crop sown and all winter killed. Our individual crop killed by freezing, owing to late drouth did not get moisture to germinate in time to get a start for winter.—B. F. Lane & Son.

Michigan.

Kalamazoo, Mich.—Samuel McKee, of Barker & Snow, is of the opinion that wheat, as a crop, will soon become a side issue with Michigan farmers. He says: "The state of Michigan is devoting itself less and less each year to the growing of wheat and I predict, in time, the state, which was once high in wheat-growing circles, will entirely forsake the old pasture and devote itself to stock raising. Next year there will be only enough wheat to keep the land seeded. The farmers are growing clover crops and while wheat will be the sufferer the lands will be turned over to the growing of corn and other pasture crops.—B.

Minnesota.

Northfield, Minn., Mar. 16.—Farmers here are getting ready for seeding altho we are having a cold, backward spring, still lots of snow and sleighs are used. Not much grain is back in farmers' hands.—C. D. Orr.

Missouri.

Drexel, Mo., Mar. 6.—Wheat prospects very poor, being badly frozen out. Clover also damaged. If next week is favorable there will be an increased acreage of oats sown.—Harvey Reed.

Boomer, Mo., Mar. 12.—Acreage of winter wheat is about the same as last year, but the growing crop is in poor condition. Very little grain now remains in farmers' hands; some corn is about all.—Huffman & Welsh.

Mound City, Mo., Mar. 13.—The acreage of fall wheat is a little above the average and is looking good. It has been covered with snow for a week. Not much grain of any kind is now in the farmers' hands.—R. E. Cottier.

Mosele, Mo., Mar. 6.—All grain has gone to market.—Lohrbrink Grain & Timber Co.

Laddonia, Mo., Mar. 16.—Acreage of wheat is about 50% more this year. Condition poor. Corn and oats are moving to market. Not as much as last year. Farmers are holding corn for higher prices; 70¢ at home.—Wilder & Pearson.

Darlington, Mo., Mar. 9.—Condition of the winter wheat is about normal for this time of the year; acreage is about 10% short of last year. The weather conditions are favorable for sowing oats, but the acreage will be cut short on account of the scarcity and high price of seed. On account of poor crops in this locality last year there is not much doing in grain.—Geo. W. Hawkins.

Maplewood sta., St. Louis, Mo., Mar. 10.—The outlook for wheat in Franklin county is very good; a little more wheat was sown than last year, and it looks some better. We did at this time last year. Some wheat is not yet sold in this locality and considerable corn. The roads are very bad. Farmers are independent about selling; they don't appear to care whether they sell or not.—A. P. Davis.

Forest City, Mo., Mar. 10.—The acreage of winter wheat sown was about the same as in the fall of 1907. Some sown very late owing to dry weather. Most of the wheat looks fairly well and at this date is covered with 6 to 8 inches of snow. We do not think there is over 8 to 10% of last year's wheat crop still in the farmers' hands. The high price for soft wheat has brot out all the soft wheat in this locality. Last year, being too wet for bottom lands, we had no corn to ship out, but our landlords furnished enough to some use, price being 60c a bu. at cribs in country. Very little oats in this locality last year. Good seed oats this spring selling at 60 to 65c per bu. in country.—Forest City Mill & Eltr. Co.

South Dakota.

Elk Point, S. D., Mar. 19.—Corn is moving freely at 50c; about 40% yet to come. Bad roads will probably check movement here for the present.—Fields & Slaughter Co.

Nebraska.

Pawnee City, Neb., Mar. 15.—No crop here, so nothing doing.—Scheneck & Johnston.

Norfolk, Neb., Mar. 18.—Trade is good and grain is moving rapidly.—Farmers Grain Co.

Walton, Neb., Mar. 20.—Last year's crop is all in.—Walton Lbr. & Grain Co., per W. F. Wilson.

Ulysses, Neb., Mar. 16.—What little wheat is left here is moving at \$1 to \$1.01.—Lemmon & Smith.

Overton, Neb., Mar. 15.—Winter wheat in fine shape about here.—J. E. Peiton, mgr. T. B. Hord Grain Co.

Surprise, Neb., Mar. 15.—Winter wheat in best condition for this time of the year. Plenty of moisture.—Agt. Updike Grain Co.

Murdock, Neb., Mar. 16.—Not over 5% of wheat in farmers' hands; about 80% of corn.—W. T. Weddell, agt. Wright-Leet Grain Co.

Pender, Neb., Mar. 15.—The we have had a big run this season there is yet a great amount of grain in farmers' hands.—S. D. Love.

Berlin, Neb., Mar. 8.—Corn is very scarce in this locality. About one-half of last year's crop, and this will be held until after planting.—J. L. C. Duff Grain Co.

Gordon, Neb., Mar. 9.—Grain most all marketed until after seeding. Plenty of snowfall; ground in excellent condition for spring planting.—T. W. Culbertson.

Dorchester, Neb., Mar. 9.—About 5% of corn and 8% of oats left in farmers' hands.—H. F. Wickenham, mgr. Dorchester Farmers Co-op. Ass'n.

Tobias, Neb., Mar. 15.—About all the wheat in this locality has been marketed.

Nearly all the corn is being held back by the farmers. Winter wheat is looking good.—A. E. Pratt.

Helvey, Neb., Mar. 12.—Farmers report late-sown wheat between this place and Western, Neb., as a very poor stand and some fields entirely dead.—E. L. Cobel, agt. Ewart Grain Co.

Plainview, Neb., Mar. 15.—Grain is moving very slowly at present; but I am looking for quite a little corn after spring work is done.—Peter Christensen, agt. McCaul-Webster Eltr. Co.

Overton, Neb., Mar. 15.—It is most too early to give account of conditions of the fall wheat crop. In two weeks time we

will be able to give quite an accurate idea of its condition.—P. Sharp.

Petersburg, Neb., Mar. 15.—Not much wheat in farmers' hands, about 5%; corn, about 25%; oats, about 15%. Farmers holding corn for better prices.—Wm. H. Klas, mgr., Petersburg Eltr. Co.

Hallahn, Neb., Mar. 8.—Wheat nearly all marketed. Corn is a scarce article; about 10,000 bus. now in this territory. Condition of growing wheat good; acreage about the same as last year.—Wm. Burk.

Syracuse, Neb., Mar. 15.—Reserves of wheat are practically exhausted. Some wheat shows winter-killing; probably the effect of lack of rain to put ground in good condition last fall.—Farmers Eltr. Co.

Aurora, Neb., Mar. 9.—Winter wheat never looked finer with plenty of moisture to date, and the ground never in better shape for seeding. Everything points to another bumper crop.—A. B. Carter, mgr., Updike Grain Co.

Platte Center, Neb., Mar. 15.—Winter wheat damaged some by wind, but may recover without much loss. Everything looks promising for corn and oats, as ground is in good shape for spring work.—J. V. Van Felt.

Stratton, Neb., Mar. 15.—Most of the winter wheat has come thru the winter in good shape. About 10% will be plowed up and sown to spring grain. The plant seems to be in a healthy condition and wintered well.—O. D'Onnell & Son.

North Bend, Neb., Mar. 18.—We think by invoicing our territory there is but 15% of the last wheat crop left in farmers' hands, less if any difference either way; very little oats, a possible 10%. Estimate 40% of corn.—J. Teeter, sec'y North Bend Milling Co.

Bruning, Neb., Mar. 13.—Wheat is coming out nicely. Old wheat all sold, not over 5% in farmers' hands. Much corn back yet; everybody looking for higher prices and holding on to corn. No oats for sale at all; very light crop here last year.—Bruning Mill & Eltr. Co.

Rogers, Neb., Mar. 15.—We have had ideal weather here for the growing crop of wheat. Most of the 1908 wheat has been marketed, but very little of it is left in the farmers' hands. About 1/5 of the 1908 corn crop is still in the farmers' hands.—F. W. Bonar, agt. T. B. Hord Grain Co.

Rosemont, Neb., Mar. 15.—All of last year's crop of wheat is delivered. Wheat is looking good. It is starting to look green. Most of the farmers are holding their corn until they can see another crop. Corn is of good quality in this locality.—A. F. Krause, agt. H. Gund & Co.

Glenville, Neb., Mar. 9.—The movement of wheat was very heavy during the past two months. Very little wheat is left in the country, not over 5 or 6%. Corn movement is slow; about 70% of the crop is still in the farmers' hands. The new wheat crop is in good condition.—Platte Grain Co.

Ellis, Neb., Mar. 10.—Less than 2% of wheat is left in farmers' hands since our dollar and better prices of the last two weeks. Not over 2% of oats crop left for sale. Corn crop was light in Gage county and corn is being held firmly for higher prices.—H. E. Foster, mgr., eltr. Wright-Leet Grain Co.

Buda, Neb., Mar. 11.—The wheat is about all sold around here; is worth 97c. About 50% of corn in farmers' hands; are paying 54c. Oats are 45c, but none to be had. Snow the last month has helped the wheat considerably. The acreage is about 75% of last year's.—S. O. Welch, mgr., Trans-Mississippi Grain Co.

Saratov, Neb., Mar. 15.—The farmers here have sold practically all their wheat during the past six weeks, and the country in this locality is swept cleaner of wheat than ever before. The same is said by well informed grain men to be the case all over Nebraska. The government report was at least 20% too high on wheat. It gave 25% in farmers' hands, whereas it is actually less than 5%. New crop of wheat in good condition. No oats to sell.—Robert Anderson.

Omaha, Neb., Mar. 13.—We believe the government report issued recently on the amount of grain in farmers' hands is entirely too high. We believe that in Kansas there is not over 7% of the wheat back in the country and in Nebraska not over 14%, perhaps 35% of the corn and 5% of oats. We think there is not over 2% of the corn back in the state of Kansas. These figures represent about what the grain men here in Omaha think is yet back in these two states.—Roberts Grain Co.

Superior, Neb., Mar. 15.—Wheat in good condition. No old wheat in this territory and very few oats left. About 40% of corn is left on farms, but is held for 65c. Some will move at 60c, but most of it will carry over until new crop can be determined. Corn movement over now for several months. Very small stocks in eltrs.—Elloit & Myers.

Sedan, Neb., Mar. 16.—All of the old wheat crop has been moved in this vicinity, most of it being sold at 90 and 92c. New crop looks good with a few exceptions of real late sowing; but even that may come out all right if we have the right kind of a season. Not much corn left to move until along in the summer, probably 5%.—E. J. Bohing.

Odell, Neb., Mar. 15.—Recent snows have greatly benefited the winter wheat. It is looking much better. About 5% of old wheat left. No oats to market. About 35% of corn is left yet, but the crop is only half of what it was in 1907. The usual crop of oats will be sown this spring, and the acreage of corn will be about the same as last year. No grain moving, roads bad.—A. O. Burkett, mgr., Farmers Eltr. Co.

North Dakota.

Valley City, N. D., Mar. 20.—A small percentage of grain left in this section. The farmer has been disposed to sell.—Farmers Eltr. Co.

Carrington, N. D., Mar. 15.—The grain in this section is almost all marketed; perhaps 5% is back in the farmers' hands, but no more. We have nice bright weather, hardly any snow on the ground, temperature being from 10 to 30 above zero.—Fred Beier, mgr., Hammer-Halvorsen-Beier Eltr. Co.

Fessenden, N. D., Mar. 21.—Spring is opening up here very auspiciously and the farmers are going to hustle in the largest crop in the history of the country. The acreage of durum wheat will be materially decreased this season, owing to the wide margin in values. "Velvet chaff wheat" will get some attention in this community the coming season, as the increase in the yield of this variety will offset the difference in price.—T. W. Crissman, agt. McMillian Eltr. Co.

Ohio.

Montezuma, O., Mar. 20.—The growing crop of wheat is no good; most of it will have to be put into corn and oats.—Wilker & Klostermann.

Owen, O., Mar. 24.—Acreage of wheat is 20% less than that of last year and a great deal has been plowed under frost having done damage. Practically no movement. Not over 10% of crop remains in the hands of the farmer.—John D. Owens & Son.

Oberlin, O., Mar. 10.—Acreage of winter wheat is about half that of last year. We estimate that about 20,000 bushels each of wheat and oats yet remain in farmers' hands; corn probably 1/3 as much as wheat. Not much grain is moving; farmers are holding for higher wheat.—Ackelston & Champney.

Port William, O., Mar. 15.—Poor prospects for a wheat crop; do not believe there will be half a crop. No more old corn to ship from this point, as it is all being used by the home trade. Almost all the old wheat is cleaned up in this community. A large oats crop will be sown this spring. Much of the spring plowing is already done; therefore there should be an early corn crop planted.—O. W. Linkhart & Son.

Oklahoma.

Oklahoma City, Okla., Mar. 17.—Quite a snow storm fell thru Oklahoma on the 11th and 12th, which gives bright prospects for good crops next season.—J. A. Horn.

Renfrow, Okla., Mar. 8.—About 80% of wheat sown this year compared with last. Three per cent of old wheat is still in farmers' hands and 5% of corn. The prices now offered ought to get the balance.—J. W. Reser.

Hobart, Okla., Mar. 16.—Slack business in grain on account of two crop failures. In consequence people are planting considerable cotton. Many consider this a mistake, as while they have land that will raise cotton, they can not get laborers to pick it profitably; so they will eventually get back to raising grain.—X.

Sayre, Okla., Mar. 13.—Wheat acreage in this section a little larger than last year. Crop has been damaged some by high winds blowing dirt away from the roots during dry weather, but we have had a good snow during the past few days, which will improve conditions greatly. With the moisture now in the ground we have promise of a good season. Acreage

of oats will be much increased over that of last year. Seeding well under way, but not yet completed. Practically no grain left in farmers' hands except that retained for feeding.—E. E. Klein, Sayre Milling Co.

Tennessee.

Newbern, Tenn., Mar. 10.—Acreage of winter wheat, 60%; condition, poor. No wheat or oats left in farmers' hands to sell and 90% of the corn is already sold.—W. S. Ridens.

Martin, Tenn., Mar. 8.—The acreage of wheat is about $\frac{1}{2}$ to $\frac{3}{4}$ of last year's crop; condition about 80%. Practically no grain remains in farmers' hands. Not enough corn to supply home demands, and corn will have to be shipped in before the season is over. Farmers all behind with spring work on account of excessively wet weather.—W. J. Burchard.

Utah.

Salt Lake City, Utah.—Apparently we overshipped ourselves last fall, and all our crops of wheat threshed out 25 to 35% less than expectation formed at the time when grain was growing.—Sam Williamson & Son.

Washington.

Colfax, Wash.—Statistics issued by the Pacific Coast Eltr. Co. show that Adams county's acreage of wheat in 1907 was 297,500 and 300,000 in 1908; the yield in 1907 was 5,659,579 bus., and 3,106,422 bus. in 1908. In Franklin county 1,000,000 acres in 1907, with a yield of 2,145,000 bus. in 1908, 125,000 acres and 321,522 bus. Whitman county in 1907, 458,522 acres and 100,000 bus.; in 1908, 480,000 acres and 729,000 bus. Spokane county in 1907, 112,000 acres and 2,369,993 bus.; in 1908, 87,000 acres and 1,306,000 bus. In Latah county, Idaho, in 1907, 47,000 acres and 948,500 bus.; in 1908, 62,925 acres and 1,258,500 bus.

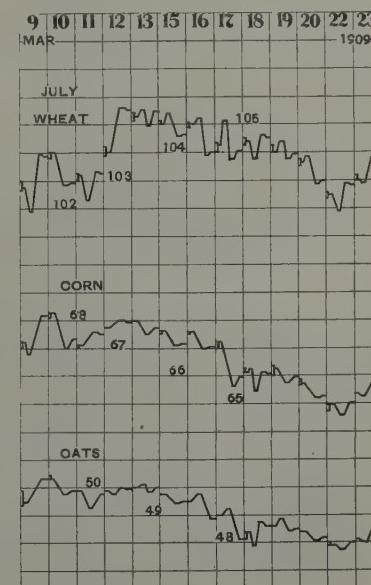
The Grain Dealers Journal is a good paper for grain men.—A. L. Tennis, Edmore, N. D.

The National Corn Exposition will hold its next show at Omaha, Neb., from Dec. 6 to 18.

The Mexican government has removed the import duty of 36c per bushel on wheat to become effective April 1. This will lead to greatly increased imports, as the Mexican stocks are said to be practically exhausted.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the July delivery at Chicago for 2 weeks prior to Mar. 24 are given on the chart here-with.



Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

HOW TO GET RID OF COBS?

Grain Dealers Journal: I would like to have some good suggestions made in the Journal by its readers for the best way to get rid of the cobs and shucks from an elevator. There is no demand for them in the way of being baled, and we would like to know the best sort of pit to make for the burning of them.—T. P. Martin, Jr., Marlow, Okla.

HOW TO TEST GASOLINE TANK?

Grain Dealers Journal: I would like to know if any grain man has a method of testing his gasoline storage tank.

The average tank used at country stations has a capacity of 60 to 200 gallons, and I know several cases where the loss of gasoline has exceeded the price of a new tank. As a rule the tank is used as long as it does not leak, but the first small leak in the bottom soon drains out the oil, and this is usually the first time any attention is paid to the fact that the contents were more valuable than the price of a new tank.—*Grain Buyer.*

NO SPECIAL TAX ON ILLINOIS DEALERS.

Grain Dealers Journal: Is there a law in the state of Illinois applying especially to the taxing of grain and coal dealers on the basis of the average amount of capital invested in or used in the business during the year? Some states have such a law.—H. E. Robberts, Blandinsville, Ill.

Ans: The Illinois Revised Statutes do not provide specifically for the taxation of grain or coal dealers as a class. Their assessment of real and personal property is the same as that of other merchants or individuals. However, some whose elevators are on railroad right of way pay no real taxes.

HOW TO DEAL WITH FARMER WHO HAS VOWED TO ACCEPT CERTAIN PRICES?

Grain Dealers Journal: We have a customer in our territory who is an old order Dunkard and has a peculiar belief. He says he has made a vow to accept only certain prices for grain, no more and no less.

This customer delivered us wheat at \$1 and made the remark "That's my price." Later when wheat was worth \$1.08 he again hauled in, refusing to take more than \$1. Recently he brot us wheat when we were paying \$1.16, and this time he said "\$1.10 is enough, make check that way."

This man sold corn out of crib at 50¢ when we were paying 75¢ last fall. He has clover seed stored for \$8.

From my experience in this case I would like to know if other dealers ever heard the like; and just what they did or would do under the circumstances.

Let me hear from brother dealers in the Journal.—F. P. McComas of McComas & Hornbeck, Rossville, Ind.

THE U. S. DUTY ON GRAIN.

Grain Dealers Journal: What is the rate of duty per bushel on oats, wheat and other grain imported into the United States?—H. G.

Ans: On oats, corn and buckwheat 15 cents; rye 10 cents; wheat, 25 cents; barley, 30 cents per bushel.

Elevator Foundations.

BY H. W. D.

Elevator foundations are not given one tenth the consideration merited. If poorly constructed they are the source of more trouble to the operator than all other building troubles together. The building may be well arranged, the machinery the best obtainable and the shafting heavy, yet if the foundation has not enough base or was not put down in the ground deep enough it is bound to make trouble with the machinery and cause a heavy depreciation on the building. It is not uncommon to see an elevator only a year or two old jacked up and a new foundation being placed under it. Think of the expense compared to what it would have cost to have built it right in the start.

Remember the contractor does not intend to work for nothing, and the exceptionally low bid means cheap construction. A large part of the contractor's saving will be in the cost of the foundation.

Last fall I saw an elevator built during the summer. It was a 20,000-bu. cribbed house and was supported by posts resting on 2"x8"x16' long. So long as the ground was dry and hard everything went well. The house was filled to its capacity when the first rain came. The posts snapped the 2x8 oak boards like so much tinder and the house was badly damaged.

A very common form of foundation is the stone piers. If properly built they will support the building almost as well as a solid foundation. The solid foundation has the additional advantage, however, of protecting the building from ground fires.

CONCRETE foundations are increasing in favor each year, but they need more care in building. It seems that concrete mixing is not thoroly understood by many contractors and as a result you can find many cracked and crumbling concrete foundations to repair which will cost a great deal and they may have to be entirely torn out.

In connection with the foundation, it might be well to give a word of warning in regard to the pit. It has not been ten days since I saw an elevator built new last summer according to specifications by an old grain man. When I went into the house I found the agent busy pumping water out of the boot while two loads of grain waited to be dumped. That agent's time and loss of business would soon pay for the cost of an iron boot pan. It is hard to estimate the loss from damage to grain. The old wood pit which is so common soon rots out and becomes an inviting place for weevil. Rats gnaw holes in it and carry in dirt which becomes mixed with the grain.

When building or remodeling do not begrudge an extra hundred or two put into foundation and pit. It will pay good interest and prevent lots of trouble.

Leaking in Transit.

Shippers who favor their brother sufferers by sending reports of cars they see leaking grain in transit, to the Grain Dealers Journal for free publication, encourage others to report their cars when seen leaking in transit. We have received reports on cars leaking grain as follows:

M. C. 41077 passed thru DeWitt, Ill., Mar. 11 leaking wheat from bottom of car near draw bar.—J. W. Wallrich.

C. H. & D. 11155 was set on sidetrack at Cottage Grove, Ind., Mar. 9 for transfer. Draw bar was pulled out and car was leaking shell corn badly.

C. B. & Q. 32132 Mar. 6 passed Libertyville, Ia., going east. White corn leaking through grain door and at end of car.—Harlie Yost.

C. & N.-W. 92340 Mar. 3 at Hubbard, Ia.; came in leaking badly, the siding having sprung off one side. We nailed it up as well as possible while train was switching and succeeded in stopping the leak, but the end at bottom of car was in bad condition.—B. L. Nutting.

A. T. & S. Fe 23556 Mar. 1 passed thru Offutt, Kan., leaking corn badly at both ends and certainly will have quite a shortage at destination.—Thomas Darcey.

Cincinnati, Richmond & Muncie 1141 Feb. 26, at Hinckley, Ill., Draw-bar was pulled out. About ten bushels of yellow oats were left in the yard.—D. H. Doeden.

M. K. & T. 71345 Feb. 26 passed thru La Rose, Ill., leaking at door. Door not sealed. Shipper did not double grain door; lower board was broken. We nailed it up the best we could and stopped leak.—A. H. Schumacher.

C. B. & Q. 27375 Feb. 19 at Aurora, Neb., oats, leaking at both ends, one end being pushed out.

M. C. R. R. 45713 Feb. 3 at Jackson, Mich., one-half roof torn off and oats covered with at least six inches of snow.

C. B. & Q. R. R. 31910 Feb. 19 at Aurora, Neb., mixed corn, leaking at corner.

C. B. & Q. 19552 was leaking wheat at Maynard, Minn., Jan. 25. One car door seemed to have been torn off after car was loaded. Wheat was leaking out between door and post and wall.

C. B. & Q. 34846, Jan. 8, leaking corn, west bound at Holdredge, Neb.

I. C. 39580 leaking shelled corn Dec. 22 at Austinville, Ia.

C. & N.-W. R. R. 79488 leaking barley badly, Dec. 15, 1908, at Pierson, Ia.

C. R. I. & P. 58334, leaking, Dec. 12, at Chickasha, Okla.

C. R. I. & P. 50088, Dec. 2, at Chickasha, Okla., 100 bushels corn scattered.

"Eternal vigilance" is the price of more than one thing besides liberty. One of the largest and most influential organizations in the country has for its motto the single word "Watch," and for the grain trade of today, with its manifold ramifications, there are few injunctions more apt. The numerous benefits which have been secured by persistent, systematic co-operation in a common cause can only be maintained and broadened by the exercise of constant care and strivings, for this is a strenuous age, and the banded evils that hang closely upon the flanks of legitimate trade are unceasingly looking for opportunities to steal a march upon it. But the greatest danger lies in over-confidence. There are already signs that some of those who have been foremost in the fight feel that the time has come when they rest on their arms, secure in what appears to be a well-fortified position. This should not be suffered. If the leaders feel that they have borne their share of the burden and the heat of the conflict, let them put the responsibility of command upon others who have not yet felt its gad; but by all means keep abreast of the times.—O. R. Jaquet.

Changes in Grain Rates.

Among the new grain tariffs filed with the Interstate Commerce Commission as reported by the *Traffic Bulletin* are the following:

B. & O., elevator dust and oat clippings, from Cleveland to Peoria, 1c; effective Apr. 15.

B. & O. S. W., grain and grain products as per item 14 of tariff to Ft. Wayne from Louisville 9c; Jeffersonville and New Albany 8c; effective Apr. 15.

C. C. C. & St. L., grain from Mt. Carmel Ill. to Milwaukee 12c; effective state Mar. 22; interstate Apr. 19.

C. C. C. & St. L., grain and grain products from Jeffersonville, Ind. to Ft. Wayne, Ind. 8c.

C. C. C. & St. L., elevator dust and oat clippings from Cleveland to Peoria 11c; effective state Mar. 22; interstate Apr. 19.

C. Gt. W., wheat from St. Paul So. St. Paul, Minneapolis, Minn. Transfer and Winona, Minn. to St. Louis and East St. Louis 14c; effective Apr. 15.

C. M. & St. P., flaxseed and grain screenings from Red Wing, Minn. to St. Louis, E. St. Louis and Granite City 14c; effective Apr. 15.

C. & N-W., grain and grain products from Rock Island Junction, Ill. to St. John N. B. and Halifax N. S. 34½c (correction); effective Apr. 15.

D. L. & W., flaxseed in bulk from New York, Brooklyn and N. Y. harbor, to Black Rock, Buffalo, and E. Buffalo N. Y. 10c; effective Apr. 16.

Erie, elevator dust and oat clippings, from Cleveland, Newburg, Wilson Ave. East 55th, St. Cleveland, O., to Peoria, Ill. 11c; effective Apr. 15.

L. S. & M. S., elevator dust and oat clippings from Cleveland to Peoria 11c; effective Apr. 15.

Minn. & St. L., oats corn and rye 11c, wheat 14c, from Minneapolis Minn., to be milled at Fort Dodge, Ia.; and product forwarded to East St. Louis, Ill., and St. Louis Mo.; effective Apr. 15.

Minn. & St. L., wheat from St. Paul, Minneapolis and Minn. Transfer to Alton Ill. 14c; effective May 1.

Ill. Cent., from Belleflower, Ill. to Mt. Vernon, Ill. 10c; flour and wheat between Marion, Ill. and Mt. Vernon, Ill. 5.8c; effective state Feb. 5; interstate Apr. 15.

Ill. Cent., chaff red top clover and timothy seed from Olney Ill. to Cincinnati and Louisville 13½c; effective Apr. 23.

Minn. & St. L., oats rye and corn from Minneapolis to be milled at Fort Dodge, Ia. and forwarded to Chicago 9½c; effective Apr. 15.

Minn. & St. L., wheat and partly manufactured flour may be way billed from Minneapolis to be milled at Fort Dodge, Ia. for Chicago 12c; effective Apr. 15.

N. Y. C. & St. L., elevator dust and oat clippings from Cleveland to Peoria 11c; from Fostoria O. to Linden Ind. 8c; effective Apr. 15.

Pa. Co., dust and oat clippings from Cleveland to Peoria 11c; additions to list of participating carriers; effective Apr. 15.

P. C. C. & St. L., grain and grain products from Jeffersonville and New Albany Ind. to Ft. Wayne Ind. 8c; effective state Mar. 15; interstate Apr. 15.

St. L. & S. F., grain and grain products between stations on St. L. & S. F. and connections and western and southern points, wheat and wheat products 16½c. Corn and corn products 14½c;

between St. Louis and Keiser and Marie, Ark.; effective Apr. 18.

Wabash, grain from Bellevue O., to Geneva, O., 6½c; from Lodi O. to Belaire O. 6½c; effective state Mar. 25; interstate Apr. 15.

Wabash, grain products, proportional rates from Chicago to B & O S W stations. Rochester Ill. to Moccasin Ill inclusive 8c; Gilmore Ill. to Flora Ill inclusive 9c; effective Apr. 12.

W. T. L., corn from St. Paul, Minneapolis, Minn. Transfer, Stillwater, Duluth, Winona, Minn. Ashland, Superior, Washburn, Itasca and LaCrosse Wis. (will not apply from intermediate points) to Rockland, Me. and Stanstead Que. 24½c; effective Apr. 15.

W. T. L., seeds from points in Ill. Wis. and Mo. to Sioux Falls S. D. and Sioux City Ia. from East Burlington and East Dubuque Ia. to Sioux Falls 23c; applies only as a proportional rate on shipments originating east of Ind. Ill. state line; effective Apr. 15.

Ill. Cent., wheat from Chicago to Highland, Ill. 7c; effective state Mar. 5 interstate Apr. 5.

C. & N W. barley from Watertown and Clyman, Wis. to Cincinnati 13½c; effective Apr. 15.

C. C. C. & St L, grain and grain products from Cincinnati to Ashtabula O. 9½c; rate on mixed live stock feed as described in Note 1, will be 9c per cwt.; effective state Mar. 22; interstate Apr. 15.

C. M. & St. P., wheat 12c, corn, rye, oats and barley 11c, from Chicago to Atchison, Independence, Kansas City, Leavenworth and St. Joseph, effective Mar. 25.

C. R. I. & P., 17c on wheat and 14c on hay and straw between Little Rock, Ark., and Fort Smith, Tenn., and Van Buren, Ark., effective Apr. 10.

Ill. Cent., wheat 12c, from Chicago to Kansas City, St. Joseph, Atchison and Leavenworth, Kan., effective Mar. 26.

Ill. Cent., flaxseed 14c, from Albert Lea, Glenwood, Myrtle, London and Lyle, Minn., to Des Moines, Ia., effective Mar. 25.

Ann Arbor sup. 1 to ICC A 64 grain and grain products from Manitowoc and Keweenaw Wis. and Manistique Mich. to Louisville, Madison Ind. Minster and St. Clairsville, O., effective state Mar. 20; interstate Apr. 10.

C. & A., amend 23 to ICC No. 1761 grain products from Lockport, Joliet and Argo to Atlantic seaboard and eastern interior points; effective Apr. 5.

C. R. I. & P., sup. 46 to ICC No. C6948 wheat, corn, etc., between Chicago, Peoria and Mississippi river and points in Okla. on M. O. & G. also between Chicago, etc. and points southwest; effective Apr. 15.

Min. & St L sup. 5 to ICC No. 1927 wheat from Mo. river points when from beyond to Chicago, Peoria etc. effective Apr. 10.

Grand Trunk Pac. ICC No. A3 grain from stations on G T P to Duluth Minn. and Superior Wis.; effective Apr. 7.

Ill. Cent., sup 1 to ICC No. 4089 wheat, barley corn and oats from stations on Ill. Cent. and Ind. Sou. to be milled, shelled in transit or reshipped at Fulton, Ky. Rives, Obion and Dyersburg Tenn. to stations on Ill. Cent. and connections to Miss. river points, and Yazoo and M V basing points also to Paducah Ky Jackson and Meridian Miss.; effective Apr. 12.

Ill. Cent sup 55 to ICC No. A 3914 grain and grain products and hay, from points in Ill. Wis. Minn., Iowa, S. D.,

Mo., Kan., and Ark. on Ill Cent and connections to Miss. river points and Yazoo and M V basing points also to Paducah, Ky. Jackson and Meridian Miss.; effective Apr. 12.

M. St P. & S S M., ICC No. 2449 grain and malt from Minneapolis, St. Paul and Minn. Transfer and rate points to eastern points via Sault Ste. Marie Mich., effective Apr. 15.

Pere M., sup. 7 to ICC No. 1691, grain and grain products from Chicago, Riverdale, Ill. East Chicago, Ind. Milwaukee, Manitowoc, Keweenaw Wis. and Manistique Mich. to eastern cities and Virginia cities, New England Canadian points; effective Apr. 12.

Wis. Cent., sup 1 to ICC No. 1875 grain and grain products from St. Paul, Minneapolis and Minn. Transfer and Superior Wis. (When originating beyond) which is manufactured malted or cleaned at these points to stations on Wis. Cent.; effective Apr. 10.

C. Gt. W., sup. 7 to ICC No. 4174 grain and grain products from stations on C Gt W and Hanover Ry in Ill. to Atlantic seaboard and other eastern points; grain from points in Ill. to Cincinnati, O., Indianapolis, Jeffersonville and New Albany, Ind., Louisville Ky. effective Apr. 4.

C. M. & St. P. sup 10 to ICC No. A 2805 barley from points in Iowa, Minn., etc. to Quincy, East St. Louis, Hannibal and St. Louis eliminating Ill. Cent. as a participating carrier and canceling Heytmans and Kains, Ia. from station list; effective Apr. 15.

C. N. O. & T. P., corn and wheat from Cincinnati O. to points in Ky and Tenn.; effective Apr. 12.

C. St. P. M. & O., wheat and grain from northwestern points to St. Louis, East St. Louis Granite City, effective Apr. 15.

Mo. Pac., sup 28 to ICC No. 9985, wheat and corn between Sioux City, Ia., and points in Mo. and Kan.; effective Apr. 18.

Detroit & T. S. L., ICC No. 292, adjustment of expense for grain doors; effective Apr. 15.

D. T. & I., ICC No. D 68, rules governing charge and settlement for expense for grain doors; effective Apr. 17.

L. S. & M. S., sup 3 to ICC No. A2327, rules governing allowance for grain doors; effective Apr. 15.

Ann Arbor ICC No. A81 rules governing expense of grain doors; effective Apr. 17.

W. T. L., Sup 2 to ICC No. 685 rules governing furnishing of car doors, cars repaired by shipper; effective Apr. 15.

W. & L. E. ICC No. 1499, rules governing charge and settlement of expense for grain doors; effective state Mar. 20; interstate Apr. 12.

Wabash, Sup to ICC No. 1455 rules governing handling of grain held at Welland Junction, Fort Erie or Niagara Falls, Ont. for inspection and reconsign, and for handling grain at Buffalo and Black Rock N. Y. for transfer, elevation, reconsign or local delivery, also flour feed and grain products in transit through warehouses at Buffalo N. Y.; effective Apr. 15.

Wabash, ICC No. 1493, rules governing elevator and grain transfer allowance at Mo. river points and Des Moines Ia. effective Apr. 4.

Wabash, ICC No. 1500, grain transfer allowance at Buffalo and Black Rock N. Y.; effective Apr. 8.

The GRAIN DEALERS JOURNAL.

New Elevator at Bison, Okla.

Fire destroyed the Bison, Okla., elevator owned and operated by the El Reno Mill & Elevator Co. recently. Practically all was lost save the foundation. With the old foundation for a basis the company has started to build another elevator, plans of which are shown here-with.

The elevator is a studded structure composed of a main building containing machinery for receiving grain from wagons, cleaning and loading it into cars; a storage annex; engine room; dust house and a gasoline tank. All buildings are covered with composition roofing.

Power for the plant is furnished by a 20 H. P. gasoline engine, direct connected to main shaft in basement by 16" Weller Standard Friction Clutch. In the basement, a No. 2½ Western Sheller receives ear corn from dump sink by means of B. S. Constant Feeder and Drag Chain. Corn and cobs are taken from sheller by elevator leg with cups 13" x 7", and discharged into No. 3 Incincible Corn & Cob Separator in cupola. Grain may then be

passed from cleaner to bins in annex by means of a screw conveyor, or thru a 1000 bus. Richardson Automatic scale into car loading spout. The cobs are discharged into a 10"-14 gauge iron cob spout and carried outside of driveway. The dust is dropped into a dust house ten feet from the main building thru a galvanized pipe.

Power is transmitted from main shaft in basement by rope drive. A screw conveyor beneath bins carries grain from bins to elevator leg, thence to elevator head where it is distributed by a Reynolds Distributor into cleaner, automatic scale or both. The cleaner is driven with friction clutch. All pulleys are cast iron, key seated and set screwed. All bearings are of the Ball & Socket Ring Oiling type. A. B. S. Constant Manlift furnishes elevator service.

The capacity of the elevator which was designed and is being built by J. A. Horn is about 25,000 bus. The storage composes 9 bins, 6 of them being 10' x 10' x 30' deep, and 3 overhead bins 10' x 10' x 24 feet deep, all rodded with $\frac{3}{8}$ " and $\frac{5}{8}$ " rods.

New Telegraph Company Is Organized.

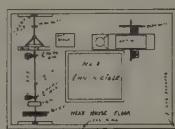
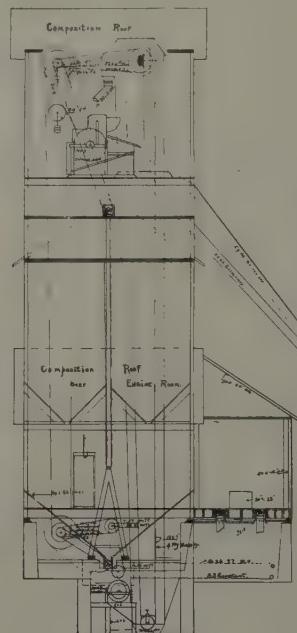
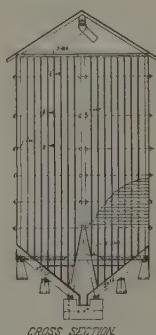
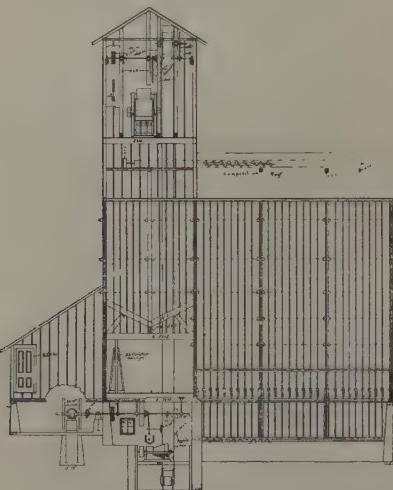
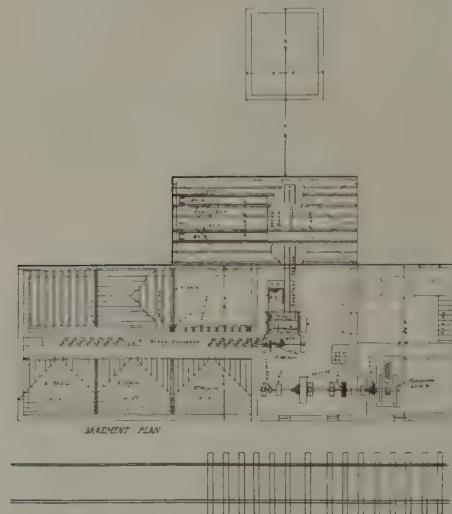
The Peoples Mutual Telegraph Co., of ficered and organized under the laws of the State of Ill., for the purpose of furnishing telegraphic service is of special interest to grain dealers in the various terminal markets. The City Council of Chicago passed an ordinance Mar. 22, granting the company the right to string its wires thus completing its circuit between Kansas City and St. Louis. The company proposes to lease the lines of independent telephone companies operating between Chicago, Kansas City and St. Louis, for telegraphic communication during a part of each day.

Plans have been completed and details arranged, whereby the company hopes to offer its service to the citizens of the three cities by Aug. 1. As soon as practical the company will extend the service into every terminal grain market. The Peoples Mutual expects to save grain men 40% of their telegraphic tolls.

This movement was started two years ago at the time the two large telegraph corporations raised their telegraph rates, and it has since been accelerated by another threatened advance which at least will be held in check by this independent movement.

Pres. Arnold Kalman says, "All the dealers in the different grain markets will be benefited. We expect to install our system in every grain market and are especially anxious about Minneapolis." He estimates that it will cost \$1,000 a mile to equip such a system compared with \$7,500 a mile for existing telegraph companies.

W. L. Capen, Gen. Supt. Postal Telegraph-Cable Co. says, "It is purely a Board of Trade measure, but the rates which it proposes are exactly the same as we have been charging right along. If they make a lower rate we will let them run their business, and we will run ours. Every one has a right to compete for business."



CROSS SECTION.

W. J. Lloyd, Asst. Supt. of the Western Union Telegraph Co. says, "The only difference in the proposed rates and those which we now charge will be 5c per message of 10 words. The only beneficiaries of such a company would be the members of the Chicago Board of Trade, for outsiders would not be allowed on the floor of the Exchange to file their messages. There was really no call for the organization of such a company, for we are doing business now on the closest possible margin to keep the balance on the right side of the ledger. There will be an aftermath some day, concerning the reason why this company came into existence and it will not be altogether a telegraph story."

Adulteration of Grass Seeds.

The adulteration and misbranding of the seeds of alfalfa, red clover, orchard grass and Kentucky bluegrass as determined by the analysis of samples obtained in the open market during 1908 is shown in Circular No. 28, issued March 17 by the U. S. Department of Agriculture.

Of the 358 samples of alfalfa seed secured, 86 contained seed of sweet clover, 78 seed of yellow trefoil, and in 107 cases dodder was present in varying amounts from a trace to a sufficient quantity to sow 3,600 seeds per square rod when seeding at the rate of 16 pounds of alfalfa per acre. Only 8 lots of alfalfa seed were obtained which contained yellow trefoil seed in sufficient quantity to be considered an adulterant.

Of the 413 samples of red clover seed secured, only 2 were adulterated with yellow trefoil seed. A trace of yellow trefoil seed was present in 164 samples, and dodder was found in 223 samples. Many samples contained large quantities of weed seeds. In seeding one lot at the rate of 8 pounds of red clover seed per acre 679 dodder seeds would be sown per square rod, and by the use of other lots more than 3,500 buckhorn and plantain seeds and 2,600 green foxtail seeds would be sown per square rod.

Of the 357 samples of Kentucky bluegrass seed obtained, 25 were found to contain Canada bluegrass as an adulterant, 12 were practically all Canada bluegrass, containing only a trace of Kentucky bluegrass seed, and 2 were meadow fescue misbranded and offered for sale under the name of Kentucky bluegrass seed.

Of the 343 samples obtained as orchard grass seed, 2 samples contained no orchard grass seed, 2 were orchard grass seed adulterated with chess, and 49 were orchard grass seed adulterated with seed of rye grass or meadow fescue, or both.

B. T. Galloway, chief of the Bureau of Plant Industry, says: "It is encouraging to note the falling off in the trade in adulterated seeds since the line of work reported upon in this publication was begun. The importation of yellow trefoil seed and its subsequent use as an adulterant of red clover and alfalfa seed has practically ceased, 214,000 pounds being imported in the three fiscal years 1905-1907, and only 10,000 pounds in the fiscal year 1908. Only one-half as many lots of orchard grass seed were found to be adulterated in 1908 as were found in 1905, when the last collection of orchard grass seed was made. In 1908 only 39 samples of Kentucky bluegrass seed were found to be adulterated or misbranded, as contrasted with 110 samples in 1907.

Grain Dealer Buying Without Notice of Crop Lien Not Liable.

The Supreme Court of Nebraska has recently affirmed a decision by the district court of Lancaster County in favor of H. O. Barber & Sons of Lincoln, Neb., growing out of the purchase by them of corn from a tenant at their elevator at Denton, Neb.

In the lease the tenant agreed to give the landlord a chattel mortgage upon the crop not later than June 15th of each year to secure the payment of the rent for that year. The landlord adopted this course because Nebraska has no landlord's lien law. As one cannot mortgage crops in the future the landlord could not take a chattel mortgage at the time of making the lease, but had to rely upon the tenant's promise in writing to give a mortgage. When the time arrived to give the mortgage, June 15, the tenant refused to sign the papers prepared by the landlord's agent.

The landlord's agent testified that, whereupon he went to Barber & Sons and showed Ernest Barber the papers and said the "lease was virtually a chattel mortgage on all of the crops raised." The tenant's attorney having assured Barber & Sons that the landlord had no lien on the crops they paid the proceeds, \$1,075 to the tenant's attorney.

Ernest Barber admitted having had some conversations with the agent who asked him in a friendly way to help him collect his rent out there and asked him to hold the money; but that he had no knowledge that the agent claimed a lien upon the corn by virtue of a provision in the lease, until after the money was paid. He did not know the grain had been delivered to his elevator at Denton until tenant's attorney called him up over the telephone and demanded the money and stated that the landlord had no legal claim, whereupon he directed the agent at Denton to pay the check. The question became one of the credibility of the agent and Mr. Barber and the court found Mr. Barber more worthy of belief.—Shelley v. Tuckerman and Barber & Sons. Supreme Court of Nebraska, 119 N. W. 663.

The Customs Commission of France has made its tariff report to the Chamber of Deputies in which it leaves the duty on wheat, oats, barley, rye, maize, buckwheat, millett and most other farinaceous foods unchanged.



The Cob of the Cob Pipe.

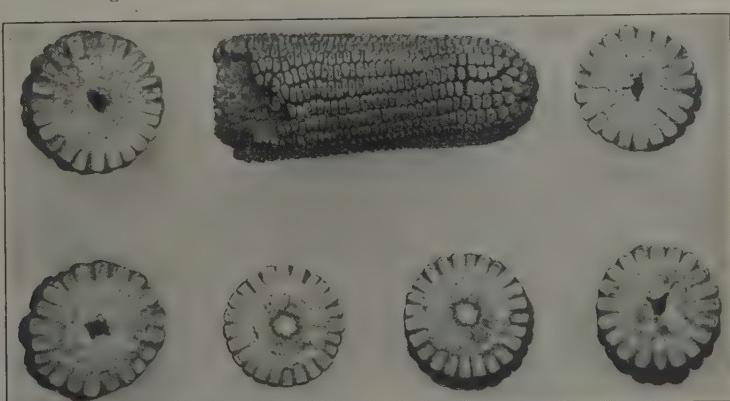
Cavaliers who early came to America turned the prows of their ships toward the South where tobacco could be secured rather than to the bleak New England coast. Thus tobacco directly affected the trend of early settlement. Its continued use has reversed the order of corn growing in at least one county in Missouri, for growers have ignored the admonitions of corn specialists to raise small cobs and large kernels.

Franklin County Missouri corn growers want large cobs. Such are mostly grown from Collier corn in the Missouri river valley 25 miles from the Mississippi, and are furnished to manufacturers of cob pipes by the million.

There are three corn cob pipe factories in Washington, Franklin County, which use from seventeen to nineteen million cobs a year or about 125 car loads. Good pipe cobs are worth about 28 cts. per hundred. Missouri farmers make about \$15 per acre out of an average corn cob crop. The value of the corn, which is shelled before the cobs are delivered, is incidental. There are numerous small corn cob pipe factories in the U. S. but Franklin county leads them all. Nearly every tobacco store in the country handles the finished product.

In a well ordered manufacturing plant the corn cob pipe passes thru eighteen different processes before it is ready for the smoker. Pipes are made in a 100 different styles. A Collier corn cob often grows 10 to 15 inches long with a 6 to 9 inch circumference. There is no special method of raising corn cobs for pipes but soil should be rich black loam with a good clay subsoil. The accompanying illustration shows well developed cobs for a pipe bowl.

The annual statement of the Quaker Oats Co. for 1908 was issued recently. It shows earnings for the year to be \$1,125,748, compared with \$1,365,366 for 1907. The following were re-elected directors: H. P. Crowell, Robert Stuart, Jas. H. Douglas, John Stuart, T. E. Wells, J. P. Welling, W. D. Douglas, M. T. Herrick, J. R. Nutt, J. H. Andrews, W. G. Snow.



Corn Grown Especially for Its Large Cob.

The Problems of Mutual Insurance for Country Elevators.

BY C. A. MCOTTER.

In the country elevator business there is nothing of more importance yet so neglected as fire insurance and the safety of the property. It is not generally noted, but this condition is so unsatisfactory that there is barely a dozen stock companies and the same number of mutual companies that can be said to be insuring country elevators to-day. On the other hand few classes of business men like the grain dealers feel the burden and make the complaints about insurance, even to the extent of going only partially protected.

Examine the average elevator and what is found? A structure of wood, sometimes a mere shell, topped by a dust catching flameable shingle roof. There is a flue in the center that circulated dust or a fire throughout the entire plant. The basement is sometimes a dark hole and the cupola is reached by climbing on cleats. Machines, and particularly bearings, are made difficult to attend so that a hired man in busy times will neglect them.

The power, if steam, when located in a brick building is attached with unprotected openings that will communicate a fire in the roof or otherwise to the elevator. The boiler is set against the frame side, which frequently is the cob house wall. The wood roof is close enough to the stack sometimes to char, while the stack is too short to carry sparks or burning soot away from the building. If gasoline power, the engine may be in a dark, crowded place in the elevator or communicating power house to be totally destroyed with the elevator. The foregoing are a few of the features of construction. Other features combine construction and care.

A common practice is to exhaust the cleaning or shelling machines into the open air to litter up all the surroundings and be blown back into the elevator. If a dust house is used it is poorly constructed or not regularly cleaned. Cobs are dropped anywhere and large piles generally mixed with husks and silks accumulate. When used as fuel the cobs are hauled out into the narrow space in front of the boiler and trod on or scattered in shoveling all the way from the furnace door to the cob room. Dust is allowed to accumulate particularly on oily bearings and when easily ignited is a quick spreader of fires and dangerous from explosion. Even with all these conditions for easily starting a fire what provision is there at hand to put it out? For most of the elevators there is not even the part paid fire department which is rarely of any value from the inaccessibility of elevator construction for fire fighting purposes. It is not necessary to enumerate all the causes for starting or quickly spreading of fires to be recognized by elevator owners, who have from five to thirty thousand dollars at stake and which for the country as a whole reaches into the millions. Yet in Illinois alone it is safe to estimate over \$200,000 annual fire loss on elevators which makes the business speculative to that extent and which must be paid out of the profits. The per capita fire waste of this country is the greatest in the world and elevators are one of the classes making the greatest contribution.

All the conditions mentioned do not exist in all elevators, but some of the defects can be found in practically all elevators. What has been done to protect against fire loss? Insure and assume that solved the problem. The insurance companies are carrying the biggest portion of the load but no matter where your insurance is placed your losses and your expenses for doing the business are paid out of your premiums. The premium charge must be adequate or the insurance company at once becomes bankrupt. The elevator business of Illinois, with a large number of steam powers, probably has an average rate of \$25 per \$1,000 insurance. That means it will take forty years of premiums to reimburse the company for a \$1,000 loss that may occur any time. If one elevator burns to-day, how long must another elevator pay premiums to make good the loss and its own protection? Remember the insurance company must be reimbursed.

There is estimated to be 2,000 elevators in Illinois. Assuming an average value of elevator and contents of \$10,000 means \$20,000,000 of property value. If by improvements and better care the insurance cost were reduced to \$15 per \$1,000 the \$10 saved would amount to \$200,000 annually to Illinois grain dealers. After twenty-five years' experience in mutual insurance I believe the cost could be made less than \$10 per \$1,000.

However, this statement is only a dream not to be realized for years to come. Only about one grain dealer in three can and

will put his property into condition that will keep fire dangers at a minimum. In other words, only about one-third of the country elevator business is to-day suitable for insurance on the mutual plan and this third is subject to betterment. Future improvement is a matter of further education and co-operation by the elevator owners, contractors and insurance companies.

Assume that \$25 per \$1,000 is the average price paid for insurance by Illinois elevators. Some will pay more and some less through features of construction recognized in the rate schedule, but experience has shown the average premium income is necessary to meet elevator losses and expenses as conditions exist to-day. While some elevators may rate at \$20 and others at \$40, no insurance company can pay the \$20 losses out of the \$20 premiums only. The entire assets of the insurance company are liable for any loss. Even tho from features of construction the rate schedule gives you the lowest rate you are helping to pay all elevator losses as a class. Without question any elevator can get insurance at some rate and if your insurance is with a company that insures any elevator, you are helping to pay losses on the good, indifferent and poor; the honest and dishonest, the profitable and unprofitable. Your cost is based on the experience for the class and you have little redress as an individual.

It is necessary to-day to have an average premium rate of \$25 on the elevators of Illinois. Assuming that one-third of these elevators have been constructed with some attention to fire dangers and are kept in the best of condition and repair, the loss cost on these elevators is bound to be less than the average. Then assuming that these elevators placed their insurance in one set of companies and the other two-thirds in another set of companies. The loss ratio would naturally be less on the one-third while the loss ratio on the two-thirds would be increased from not having the benefit of the profits on the one-third.

Mutual insurance is the problem of the one-third uniting under the mutual plan to insure themselves and get the benefits of their own better features of construction and care. Then under the mutual plan elevator owners can get quicker results and a closer affiliation with the insurance company. No insurance company can make hair splitting distinctions between properties, but a mutual company by dealing direct with the elevator owners can with a well constructed rate schedule, make differences according to the known causes of fires in the elevator rated. This gives the same rate to every elevator of the same construction and an equitable basis as to other elevators which have fewer or more defects. Having established an equitable basis rate it is then up to the mutual company to inspect and select the elevators taken into the company and up to the owners to co-operate in the care and prevention of fires.

The problem of operating a mutual company is not in taking the elevators as they are found and without investigation or selection, assume they are insurable because some other company has insured them and rely for lower cost on a cheaper method of doing the business. Expense with every company is less than losses and any company can wisely assume a \$5,000 expense that results in a \$10,000 reduction of losses. To insure power using plants like elevators of varying construction and rating, large value and spread over a wide territory, is a different proposition than insuring the houses and barns in a limited neighborhood. The values to be protected are much larger while the established insurance rates indicate the dangers about four times as great. Neither can such a company be under obligations to accept every property offered because of some friendship or association. Fifty or one hundred elevators under one ownership looks good, but however favorable the bulk of the elevators there is bound to be enough undesirable properties to materially lower the average quality.

Insurance Average: An insurance company must have a sufficient volume of business to be what is known as an "insurance average." This is to overcome the fluctuation that is bound to occur in losses on a limited number of elevators. The expense of surveying, rating and making regular inspections and writing the policy is just as great for \$1,000 of insurance as for \$10,000 yet a company can safely insure the larger line only when it has the "insurance average" on the larger size lines. The expense can be kept low under the mutual plan and yet give the service and study of reduced losses only by insuring enough elevators for large enough lines to produce a large income from a given number of elevators.

A common defect of mutual insurance known to most property owners is the offer of something for nothing or a definite

cut rate cost too frequently based on inexperienced underwriting and no advantages in method over other insurance companies. When capitalists put up their money to organize an insurance company, they go out on the market to hire the best insurance brains to manage the business. The selection of managers for mutual companies are rarely based on their experience and not enough to handle a company extended over a wide field. This is said with full admiration for the many farm and town mutuals, which have the simple dangers of houses and barns that are personally known to the officers. The various forms of power using elevators are a different proposition. The security of an insurance policy is based upon an adequate rate and the lowered cost upon methods which will produce a lower loss ratio. A grain dealer cannot foretell his profits for the coming crop season and discount those profits in advance. Neither can an insurance company cut its rates without experience and promise a dividend without it has a surplus to be used on occasions. Cut rate companies rarely have a surplus.

The manufacturers, flour millers, lumbermen and other classes of business men have had their own companies for insuring themselves on the mutual plan. The grain dealers have also adopted the best methods of those companies for their own protection. There is nothing in the word mutual as applied to insurance except it means the co-operation of the individual with the company to protect himself as far as practicable and unite with his fellows of like mind for their mutual benefit. It may be unfortunate that only through such mutual companies can the common interests be protected yet give freedom to the individual and a lower cost based on the merits of his own property. It is well to add that the problem is as great for an insurance company to reduce its cost fifty per cent as for a grain dealer to increase his profits fifty per cent. Conditions must be right and so far as insurance is concerned it must be by inspection and selection of the properties insured together with the operation of elevator owners and employees.

Perfection has not been attained by any mutual company. In the past there has been too little study of the insurance problem to reach the ideal for which mutual insurance stands. The proposition is that nothing can be accomplished except to the extent that the elevator owners recognize that they contribute all the money to pay losses and expenses, that they are responsible for the preventable fires and that they must co-operate in the effort to reduce the loss ratio. A test of this interest frequently is to ask:

What companies are carrying your insurance?

Have you ever read your policy to learn what the obligations of the elevator owner are under the contract?

Have you examined the policy form description to ascertain that the property is fully covered and for the right amounts and concurred as required?

Lack of information on these points is wonderful, yet the policy contracts, through a fire, can involve nearly the value of the property. This indifference extended to the construction and care puts the careful man at a disadvantage when he has to pay his portion of the resulting fires.

The last five years have seen marked improvement in elevator construction which has been recognized in the insurance rates. However, there should be no discouragement to the owner of an older elevator. There are many improvements which can be easily made. While in the few months during construction some imperfections may be introduced that add to the basis rate, it is the care that follows for the years after that counts most. It is nearly a true saying "that a watched danger never fires." The man who takes the same interest in his property that he would were there no insurance, is a safe proposition for insurance. The error has been in assuming that the insurance companies carried the burden.

The problems of mutual insurance for country elevators gives an opportunity for betterment and all share alike in the results. It creates an obligation to other policyholders that you do not burden them with losses due to your own carelessness. When the business is confined to grain dealers property it gives the true cost that elevators should pay. It offers all the advantages of dealing direct with the company and men experienced in handling elevator insurance. It presents a form of co-operation that has existed since 1696 at the formation of the first fire insurance company, which was a mutual and is still in existence, but the principles on which it was founded have been lost in the "high finance" methods of business.

Colorado Dealers Meet in Denver

The annual meeting of the Colorado Grain Dealers Ass'n was held at the Colorado Traffic Club, Saturday, Feb. 20th. Forty members of the Ass'n present. President Ady called the meeting to order at 10:00 a.m.

The minutes of the last meeting were read and approved.

PRESIDENT'S REPORT.

I am sorry the Ass'n has not done more during the past year, but all new movements go slow at first. I have felt that it was better to go slow than to try to go too fast.

Membership: We now have 46 members, and I trust during the next year we will have double that number.

Advertising: We have had the names of all new members inserted once or more in the leading trade journals, and I have sent lists to all the dealers in Ohio, Colorado, Nebraska, and Kansas, and also Oklahoma. The number of letters thanking me for the lists and the inquiry for them leads me to believe that there are now hundreds of shippers who depend entirely on this list for their Colorado customers. I believe there is no member who has not bought during the year at least one car enough below the market to pay the cost to the Ass'n. I am sure many members have made directly or indirectly many times the cost of their membership fee.

Arbitration Committee: We want to urge our members to use the services of the Arbitration Committee. This committee has secured the settlement of one dispute that would have required a law suit and saved for the member \$90. This committee is one of the most important, and I would recommend that the Denver Ass'n and the state Ass'n have the same committee.

Reciprocity: We are strictly a reciprocal organization, and believe in trading with those who favor us in any way. For instance, if one shipper sells to no one but the regular dealer, he always has the preference over the shippers who send out cars promiscuously to dealers and feeders alike. All cases of shippers who deal direct with the consumer should be made known so that the Ass'n can take it up with them, and if they will not stop amicably the members of the Ass'n should be notified.

I have added one protest to the Uniform Bill of Lading and have opposed the McCumber bill, and have letters from our senators promising to give it their attention.

Inspection: You have heard from your committee on weight and inspection. I want to urge that some means be decided upon to get our own weights and grades as much as possible.

Insurance: I want to recommend that a plan be devised to operate a small insurance company. If fifty or one hundred went together and agreed to stand their share of \$1,000.00 loss, in case there was no loss, it would be very cheap insurance. For every loss there would be only \$10.00 to \$20.00 of an assessment on each member.

Universal Grades: I want to recommend the adoption of the National Grain Dealers uniform grades and trade rules, copies of which I have with me.

Railroad Matters: I recommend that a committee be appointed to try to have the railroads make a notation on all expense bills whether cars have been in bad order in transit, so that we won't be making claims against shippers when the loss has been in transit.

I notice that all terminal markets that buy grain delivered are charging back interest until the grain arrives. Of course we can't do this when we buy F. O. B. shippers track. In the latter case it involves us to accept his weights, pay draft on presentation and pay all exchange.

Pure Food Laws: A committee should be appointed to look after the present pure food laws. There is now a measure in the Legislature to make the office a purely appointive one that will change with every administration.

The Secretary being absent, there was no report. T. L. Jamison, Chairman of the Legislative Com'ite, said nothing has come up during the year, so we have no report to make.

INSPECTION COMMITTEE'S REPORT.

Mr. Geo. E. Ady,
President Colo. Grain Dealers Ass'n.,
Denver, Colo.

Dear Sir:—Your committee appointed to arrange for grain inspection at Denver, begs to submit the following report:

At meeting held at the Traffic Club in Denver on Monday, Oct. 12th, there were present Mr. T. F. Savage, Mr. C. F. Best and C. F. Bell, Chairman. Mr. Forsyth of Longmont was unable to be present, and the haste with which the committee was drawn together precluded the possibility of getting adequate notice to Mr. Seldomridge. We asked to sit with us, representing these two men absent from the committee, Mr. Geo. E. Ady, President of the Grain Dealers Ass'n, and Mr. Geo. S. Clayton, Secretary.

After a full discussion, actively participated in by all members of the committee, concerning the various phases of the subject of grain grades in Colorado, the needs and requirements of adequate inspection and the probable facilities available for meeting this need, it was determined to engage the services of a competent grain inspector to take charge of an experimental work on the part of the Ass'n for a period of three months, commencing with Nov. 15th next, and the chairman was authorized to open correspondence with Mr. Geo. B. Powell, the chief inspector and weighmaster of the Omaha Grain Exchange, with a view to filling this position at a maximum salary of \$125.00 per month.

It was further determined that the above inspection should cover all grain moving in, through or out of the Denver market for the account of the members of this Ass'n, and that the uniform charge covering the inspection should be 25c per car.

A motion was made by Mr. Ady, seconded by Mr. Savage, that a committee be appointed to be known as the Grain Inspection Committee, consisting of three members appointed by the chairman of this committee, whose supervision should compass all details of arrangement and execution necessary to provide for the Ass'n the most efficient results obtainable from this proposed inspection test. After conference and discussion the chairman appointed on this committee Mr. Geo. E. Ady, President of your Ass'n, Mr. John L. Barr, Manager of the F. C. Ayres Mercantile Co., and Mr. E. H. Wechbaugh, Manager of the Crescent Mill & Elevator Co., and these gentlemen have been advised of their appointment.

Your committee has furthermore communicated with Mr. Geo. B. Powell of the Omaha Grain Exchange, and now awaits his reply.

Very respectfully submitted,
C. F. Bell,
Chairman.

Mr. Barr on sub-committee appointed Oct. 12th, by Inspection Committee, stated that he had been unable to make any satisfactory deal for an expert grain inspector and his committee had decided that nothing effective could be accomplished without legislation. It was then explained to the members present what the local ass'n had started along these lines and Mr. Ady's motion on Weights and Grades adopted by them at their meeting of Feb. 17th, was read and discussed.

Mr. Burris, Kansas, was introduced and explained the Kansas method of Weighting and Inspection and answered questions put to him by members.

Mr. Kelly then moved that report of committee be accepted and committee be discharged from further duties. Carried.

Moved that a committee of three be appointed to devise a plan of inspecting and weighing cars on which there might be a dispute and report at next meeting. Carried.

Mr. Ady then read an article, "Quoting Rates."

Meeting adjourned to 1:30 P. M. for luncheon.

Afternoon Session.

Meeting called to order at 1:30 and discussion followed on article read by Mr. Ady.

Mr. Clayton moved that Mr. M. C. Harrington be appointed to draft resolutions to be sent to Representative Townsend at Washington in the name of The Colorado Grain Dealers Ass'n, approving his bill amending the commerce act, requiring carriers to quote rates to shippers and be held responsible for them. Carried.

It was moved that the same directors be reelected for the ensuing year. It was stated that Mr. Upton had gone out of business. Motion withdrawn.

Mr. Best then moved that same directors with substitution of Mr. Kelly for Mr. Upton be nominated for office. Carried. Directors for the coming year: Messrs. Ady, Savage, Clayton, Jamison, Moore, Kelly and Wright.

Recess was then taken while the new board of directors elected officers. New officers: President, Geo. E. Ady, Vice Pres., T. F. Savage, 2nd Vice Pres., H. E. Kelly, Treas., T. L. Jamison, Secy., Geo. T. Clayton.

Discussion of rates on mixed car lots ensued and it was moved and seconded that a committee of three be appointed to investigate mixed car loads from Kansas and Nebraska and see if something could not be done to protect Colorado dealers. Carried.

Discussion on a bill introduced in the State Legislature relating to weights and measures followed and a motion was made that a committee of three be appointed to draw up a protest against it and present same to legislators. Committee appointed Messrs. Best, Harrington and Kelly.

President Ady informed the members that he had a pamphlet on Grades, as in use by The Grain Dealers Nat'l. Ass'n and could procure them for any member that wished a copy asking them to study this question and report at the next meeting their opinion as to whether these grades could be adopted by the Colorado Ass'n.

Mr. M. C. Harrington was called upon and made a short talk. (Great applause)

Meeting adjourned subject to call of the Board of Directors.

The visiting members and ladies were entertained at The Orpheum.

Later the following Committees were appointed:

ARBITRATION COMMITTEE: C. F. Best, Chairman; C. F. Bell, H. A. Robinson.

LEGISLATIVE COMMITTEE: M. C. Harrington, H. H. Seldomridge, W. H. Farr.

COMMITTEE TO INVESTIGATE MIXED CARS FROM BEING SHIPPED FROM NEBRASKA: T. L. Jamison, E. C. Wechbaugh, W. A. Young.
WEIGHT & GRADES COMMITTEE: Geo. S. Clayton, G. E. Ady, J. L. Barr.

MEMBERSHIP COMMITTEE: M. S. Losey, M. C. Harrington, J. F. Sprangle.

Exports of Breadstuffs.

Exports of breadstuffs during the 8 months prior to Mar. 1 have included 5,951,754 bus. of barley, 24,015,370 bus. corn, 1,322,187 bus. oats, 1,169,455 bus. rye, 60,416,817 bus. wheat and 8,026,858 bbls. wheat flour; compared with 3,638,722 bus. barley, 43,059,373 bus. corn, 948,715 bus. oats, 1,722,872 bus. rye, 82,914,315 bus. wheat and 9,882,446 bbls. wheat flour during the corresponding period of the previous year. The total value of all breadstuffs exported during the 8 months was \$122,299,000; against \$162,380,000 during the corresponding period of 1907-8, as reported by O. P. Austin, Chief of the Bureau of Statistics.

The Russian Government has offered L. B. Clore, the "King" Corn Grower and International prize winner, a three years' job at a salary of \$4000 per year and expenses, to teach its farmers how to grow corn.

The GRAIN DEALERS JOURNAL.

Criticism on Mr. McCumber's Arguments for Federal Inspection.

BY J. COLLIN VINCENT.

It is interesting to read the discussion that took place in the Senate on Feb. 23d and 24th, 1909, when the Agricultural Appropriation Bill was before that body and to find that some wide awake Senators were able to prevent the attempt of Sec'y Wilson and his supporters to pass legislation that might virtually have accomplished part of what they have been fighting for, viz: Federal Inspection of grain.

It is pleasant to find that a few Senators know something about the grain business, altho Senator McCumber continues to misstate facts, and reiterates statements which he has been told are untrue. Fortunately the question of constitutionality, which was raised, brought this matter of Federal Inspection of grain to the notice of a different class of men than those whom he has heretofore addressed; and his oratory, based on one-sided statements may bring about his well deserved defeat—provided those who have been maligned arise, from their apathy, and let the truth be known.

Mr. McCumber told the Senate: That all grain is sold by grades; that the value of grain to the farmer does not depend so much upon its actual quality, as upon the grade that is fixed upon that grain at some great terminal point.

It is such preaching as this that makes some farmers care little how much dirt, seeds, or chaff, they ship from the farm, or country elevator—just as if quality had nothing to do with the grade.

He also states that: The producer cannot be heard in the different terminals and in most cases at terminal points there are no great agricultural interests whatever; as a result every rule or law is made in favor of the purchaser as against the producer.

Mr. McCumber knows very well that the grain, seldom, if ever, is the property of the producer when it reaches the terminal market. It has been purchased by the middleman or dealer, who forwards or sells it to whatever market he thinks will bring best results, and he is not only posted on the grades, but through his agent has equal rights in that market on any appeal.

It is evident from statements made during the discussion, that Mr. McCumber has been using the Standardization Bureau to secure data to help him put through his pet scheme, and his effort to make his hearers believe that all the Receivers and Exporters are swindlers, and only the farmer is honest, is undignified and unbecoming a Senator.

Senator Hinsbrough's proposition to have the grain inspected when it leaves the producer would soon show that McCumber's arguments were bunkum. He evidently sees that himself, for he did not like the proposition made by his colleague.

I can prove to Senator McCumber that if he would get the farmers in Dakota to ship No. 1 wheat from their stations, they would get No. 1 price, but when they sell No. 1 and ship wheat full of seeds, dirt and chaff, which has to be screened and blown before it will grade No. 1, he need not talk of terminal markets buying No. 2 and No. 3 and shipping it out as No. 1, because it has first been cleaned and brought up to the standard, all of which costs money. Besides, it is a fact, that much of the wheat is bought at the stations and the farmers get their money.

His talk of the large farmer shipping his wheat to Chicago, and not getting its value, because of its grading is nonsense. A large farmer can care for himself and the Government Inspector could not do better.

McCumber says: Those who are opposed to Federal Inspection of grain (*viz.*) the Boards of Trade that have been fattening off the spoils that have been gained under the present system.

This is anarchistic talk. Mr. McCumber claims that the farmers through him are demanding honest grading and inspection of grain. I say, the exporters also demand it, and as far as Baltimore is concerned have been fighting for it for years. They have made a reputation abroad for their shipments, and a reputation on this side as high grade men yet from present appearances they are betwixt the upper and lower grindstone. They are accused of cheating both the producer and the foreigner. I do not see that any of the Committee or the Inspectors are able to retire from work, but all resent the aspersions cast.

Mr. McCumber states, I freely admit that Congress would have no authority to compel any farmer or any producer of grain to submit his grain for Federal Inspection.

Yet he wants to force Federal Inspection on citizens of other states, who by their energy and business ability have made a market and found an outlet for the wheat raised in the Dakotas, and now on the plea of Interstate Commerce, and the assertion and presumption that fraud is perpetrated, he attempts to injure those who have assisted to build up his own state.

A FRAUD IS BEING PERPETRATED on the public if money appropriated with the intention of benefiting these U. S. is used to send an Agent throughout Europe to belittle the merchants who have built up that commerce, so as to get support in Europe in favor of Federal Inspection, thus making it a political machine, and then give out only such data as suits the Department.

The fact is, that McCumber and his supporters use only the unsupported testimony of a few disgruntled people, ignore the testimony of those who have built up the business, proving that misstatements have been made, and by innuendo he makes it appear that the grain business of the whole U. S. is rotten. By these arguments he seeks to prove to his constituents that he is trying to benefit the producer.

PARAGRAPH TWENTY-ONE of the Report made by the Committee of Agriculture and Forestry to the Senate, being Report 771 to accompany S. 382—Known as the McCumber Bill states that one single fact established by the testimony before the Committee showed that the rigid and easy inspection system opens up another avenue of fraud and cited Baltimore as the instance.

Senator Rayner gave a general denial to the aspersions on Baltimore, but Mr. McCumber knows that when we met the Senate Committee by appointment he was present, and that he interrupted our first speaker, and took up the time intended for us, in arguing with different members of the Committee, altho he was not a member. Then it was that the Chairman, the late Senator Procter, promised us a further hearing. Senator Dolliver was present at that meeting. Again, later, we were promised to be notified, which was not done, and we had no chance to be heard, yet Senator McCumber picks out this City in making his unwarranted

attacks. It is simply in line with his whole method.

No doubt McCumber read the testimony given before the House Committee, yet he made the statements he did on the Floor of the Senate and used the Committee of Agriculture and Forestry to protect himself.

I CONSIDER IT AN OUTRAGE that so much misrepresentation has been published. Take these remarks of Mr. McCumber in the Senate reflecting on Baltimore, which emanated, he said, from testimony given before the Committee on Agriculture and Forestry. I fail to find anything to support it unless it be, that, given by a certain Mr. Brafford, who appeared before two members of the Committee in company with Mr. McCumber, who wanted to prove certain things by said witness. His testimony (if it can be so-called) we can disprove.

Clauses twenty-one of that Report is absolutely false and the denial given by Senator Rayner was not sufficiently strong, but the writer who was a member of the Corn Committee for about two years preceding last January, knows whereof he speaks, and says that the U. S. Agriculture Department can corroborate him if it would.

The continued repetition that the inspectors are controlled by the exporters, and that the producer is not protected is untrue, unfair and unjust. The Receiver or Agent has the right of appeal and often does appeal, and gets all that belongs to him, and the judgment is given by unbiased experts. On the other hand, Sec'y Wilson has called upon commercial experts to make up cotton standards, but according to Mr. McCumber's views the Secretary of Agriculture is to be final arbiter of appeals on grain. This evidently will be satisfactory to the Dakota farmers until they have had practical experience in official red tape.

I agree with what Cobden said at the great Peace Conference held at Paris in 1849, *viz.*: "I speak from long experience when I say that none are so difficult to teach as professional statesmen. They are so devoted to routine and so fortified with self-sufficiency that they do not easily believe that wisdom exists in the world, excepting that which radiates from their bureau."

I also claim that when the Department of Agriculture tried to force the Chamber of Commerce of Baltimore to allow its agents to do things for which there was no warrant in law, it was infringing on private rights. When the writer so claimed to Sec'y Wilson, the statement was made, "Then the law must be changed and that we (i. e. The Agriculture Department) must go to Congress."

WE WERE WILLING to do all we could to help investigations that would prove of benefit to the trade, as we had done from the beginning, but we could not usurp rights that belonged to the individual citizen and transportation companies. Previous to this, efforts were made by the Treasury Department at the instance of the Agriculture Department to secure through the Custom House Officials the names of all consignees, by having same put in clearances to foreign countries. This we refused emphatically to do and the order was rescinded.

It is evident from the change in the verbiage that was attempted in the Appropriation Bill to cover the work of the Bureau of Plant Industry that,

Senator Bailey was justified when he said, It has become the habit when any persons want to do anything that they

know the constitution will not permit them to do, they do it in a circuitous way.

In other words they use some admitted power to base some assumed power upon.

Mr. McCumber tells the Senate of the provision for the Laboratory work, which was in danger of being stricken out, viz.: Under the provision of the law the Sec'y of Agriculture has been making an investigation of the grades that have been given our grain, that every investigation has been worth millions and hundreds of millions of dollars to the farming community in the last five or six years.

He also states: We are getting better grades today than we ever got before in the Northwest.

So, on his argument that better grades mean higher prices, how can he reconcile that statement with what follows, when he says:

Today American grain abroad is selling all over Europe for several cents a bushel less than in any corresponding grade of the same grain, shipped from any other country than the U. S.

It looks as if Mr. McCumber can blow hot and cold at the same time.

The last information is apparently furnished by the special agent, for Mr. Shanahan in his talk to the Kansas Grain Dealers Ass'n at Kansas City in February, 1909, spoke of corn bringing two cents average during the last six years below the price of all other countries, based on "Offstand" Mark Lane, and that corn from Russia sold on an average of five cents more. I wonder whether the agent took into account the fact that American corn is sold on a basis of 480 lbs. and Russian 492 lbs.

I give the following received here Mar. 1st, 1909, from a U. K. market:

Corn—Business in American is most difficult to work at moment. Large quantities of inferior Plate had to be stored here during the last few months. This is being worked off by the millers now, and they are consequently using as little as possible of good corn. They won't give market price for good "Mixed" so long as they can get any of this inferior stuff, as they can mix in a very large proportion into meal for cattle.

So there are other people who mix aside from American elevator people and exporters. Mr. McCumber, please take notice!

Mr. Shanahan also gave out the statement that the representative of the Agricultural Department in Europe during the past three seasons had examined cargoes of American corn.

During the first season the percentage of corn that was found out of condition amounted to over 16% of all that was examined.

During the next season the percentage ran up to 19%

During the season just passed the percentage dropped down to 6%, owing to the high price of corn in the U. S. and the consequence shutting off of exports.

Please note that he is talking about the percentage of damaged and I claim the amount shipped has nothing to do with it, but he leaves outsiders to believe that the high price and not the quality had to do with the less damage.

I do know that in the other seasons Hess Dried "Rejected," sometimes known as "Mahogany," also "Distillers Corn" sold and shipped as such, was reported by the U. S. Agent as having arrived damaged. This also was misleading, without notation that this was originally shipped as "damaged."

I agree with Senator Hansbrough that it is utterly impossible to bind anybody to buy a grade fixed by the Government of the U. S., unless he wants to, any more than at the present time an exporter cannot make a buyer in Europe purchase corn or wheat on Chicago or Toledo certificate of inspection, when he wants Baltimore inspection; or make him

buy Baltimore when he wants Minneapolis, Duluth, Chicago or New York inspection.

Mr. McCumber says: All the consumers desire a National Standard, and again, because every foreign purchaser who has been demanding a National Standard for years is also in favor of purchasing entirely by such Standard.

This latter is not so, and he does not know what he is talking about, except that it stated him to say so to those whom he knew were not sufficiently posted to dispute it.

HE TALKED ABOUT A GRADER going up and down tracks and opening each side of 250 cars to have the grain inspected. None of the Senators apparently knew any different or they could have made the Senator from North Dakota look ridiculous.

He told the Senators that this was done by a "Grader", and in reply to a question, said: "Under the employ of the Board of Trade".

Grain dealers know that the Chicago inspection is under the State of Illinois yet to compromise the commercial bodies in the eyes of the Senate he makes this misstatement. Again, it is customary for the "Grader", so-called, to open only one door of a car, then he gets on top of the grain and examines it with a trier all over from top to bottom. There is no occasion for opening doors on both sides, but of course Mr. McCumber knows best, and this was another of the so-called "Facts" that he gave to bolster up his argument.

The agitation during the past two years against the honor and integrity of those handling the great grain crops of this country has been unwarranted. Until lately some claims were so ridiculous and they seemed so far fetched, as not worth answering, but they have been reiterated and republished so often that silence is no longer a virtue, otherwise people will believe them true.

SOME OF THE BEST FOREIGN BUYERS have no interest in Federal Inspection, they continue to purchase when American prices suit them, and buy from people on this side in whom they have confidence. The statements that the poor shipments made by the members of the Commercial organizations is the reason they buy from Argentine and Russia has no foundation, for they might just as well argue that is the reason the English buy Manitoba wheats, and not the hard winter wheats, such as used by the Southwestern millers in the U. S.

It is a question of price and character of the wheat. If the Manitoba wheat, which is the strongest in the world, at present, did not have to pay a duty of 25 cents a bushel to come across the border, prices would be equalized, but of course the farmers of Dakota would object to that, as that would perpetrate another swindle.

According to Mr. McCumber they are now being swindled, because buyers at terminal markets will not accept "Offal" for wheat.

If there were no duty it would give the eighty million people a cheaper loaf, but would reduce the price of wheat to Mr. McCumber's constituents, altho it would take away part of the European supply and bring our markets closer together.

I have noted Mr. Cowen's (Chief Inspector for State of Illinois) suggestion regarding Federal Supervision at transfer points for grain whilst in transit.

That might be a good thing if it could be accomplished. It certainly would facilitate business, and perhaps do away

with hard feeling that sometimes exists by proving whether the same grain reaches its destination that was originally started.

I would also make a suggestion somewhat similar to that outlined, Dec. 1907, at a meeting of Exporters at Old Point Comfort, Va., but which never crystallized. If it could be brought about it would give all the security to the foreign buyer that he wishes.

Mr. McCumber stated in the Senate that the farmers were organizing, and we know that the Western grain dealers have Ass'n's in their different states, and there is also the Grain Dealers National Ass'n.

Why not all of the established mercantile bodies, whether Boards of Trade, Exchanges, Bourses or under whatever nomenclature they trade, both East and West, as well as South, form a National organization, with a Grain Committee appointed whose duty it shall be to investigate complaints made by foreign buyers against grading of shipments made from any market in said Ass'n, based on their published and established inspection rules.

THERE IS NO QUESTION that every commercial organization has been formed to maintain and inculcate just and equitable principles of trade, so there should be no objection to formulating such regulations as would allow formal action being taken. If it were shown that justice was not being done, then any market refusing to make redress when an error was proven should be dropped from the roll.

I have claimed, and still do claim that commercial organizations have strength within themselves to do what is right without the interference of the Federal Government. Such an organization on this side would be much appreciated by the European buyers, who have more faith in the honesty and integrity of American merchants, than some of our National representatives. U. S. Government Officials should spend their efforts in proving to the farmer that he must not only raise good grain, but see to it that it is shipped to market clean and in good condition, if he expects to get the best grade and the best price.

By doing this the Agriculture Department will strengthen the hands of Exporters and elevator men, as well as the producer, instead of putting class against class. It is the servant of the whole people, let it attend to its duties as set forth, and not interfere with state or individual rights.

Patten Yat.

Val, Ay tank det Meester Patten
Baen gattin sackond vind,
Meester Armour skal haf to hussel yat
Bafore haas gats hem skinned.

Avra boda thot det ven der ground
Baen covered o'er vit snow,
Der bares vood hand Yim Patten
Von solar plexus blow.

But der kables dey kum hier
Yoost in da nick of time;
Den al da shorts an Patten, tu,
Dey started em a byin.

Der trubble note baen over yat,
Rasseets baen gattin lite,
Ef Patten dont bite off tu much
Hae sure skal vin da fite.

Ay dont tank Patten hae skal try
For run da tang tu far,
Cash veet baen sailing over May,
Den May baen under par.

—From Knute's Buke.

Grain Trade News

ARKANSAS.

Imboden, Ark.—I will build an eltr. and corn mill in August or September.—J. L. McKamey.

Texarkana, Ark.—The Turner Grain Co., incorporated, capital stock \$25,000; incorporators, Q. O. Turner, T. T. Trigg and L. B. Easters.

Fort Smith, Ark.—Fort Smith Grain & Produce Co., incorporated; capital stock, \$25,000, of which \$10,000 is subscribed; incorporators: C. N. Gerin, pres., H. L. Gerin, H. J. Payne, and A. H. Ritter. L. T. Gerin is sec'y.

Little Rock, Ark.—The new reciprocal demurrage bill introduced in the house by Representative Miller and Little will enlarge the powers of the state railroad commission, which is authorized to make all rules, special and general, governing the time, place and manner of demanding cars by a shipper or giving notice of the shipment of freight. The time, place and manner in which cars may be furnished such shippers is likewise specified. Provision is also made for empowering the commission to establish regulations controlling the exchange of cars between railroads. In the absence of an agreement, it may determine the compensation to be paid by the carriers interested for the use of such equipment or for its loss or destruction.

CALIFORNIA.

Sacramento, Cal.—Senator E. O. Miller's bill for reciprocal demurrage has been favorably reported upon. For failure to furnish a car to a shipper the penalty on the railroad company is to be \$5 per day. For the shipper who delays loading the penalty is \$6 per car per day.

CANADA.

Willow Range, Man.—The Ogilvie Eltr. burned March 20. Loss \$20,000.—R. F. R.

Vancouver, B. C.—Smith & Co. have established an agency here for the growing grain export trade to Mexico.

Winnipeg, Man.—The Atlas Eltr. Co. will build 15 eltrs. along the line of the Grand Trunk Pacific Ry. in western Canada this year.

Winnipeg, Man.—Government ownership of terminal eltrs. is sure to obtain, possibly that of interior ones too.—Campbell & Wilson.

Melita, Man.—The Melita Farmers' Eltr. Co., which has a 25,000-bu. elevator here, will build another of 30,000 bus. this spring.—R. F. R.

Port Arthur, Ont.—The Thunder Bay Eltr. Co., which is erecting a large eltr. here, has sold its entire issue of \$400,000 bonds to the Minnesota Loan & Trust Co.

Vancouver, B. C.—The Calgary Wheat Shippers Ass'n and J. W. Weart of Vancouver have bot a lease of Deadman's Island on which to erect a large grain eltr.

Montreal, Que.—New members of the Corn Exchange recently admitted are H. W. Richardson of Jas. Richardson & Sons, Kingston, Ont.; L. L. Henderson of the Montreal Transportation Co. and E. Liersch of the Canada Linseed Oil Mills.

Orangeville, Ont.—The eltr. of Clarke & Hannah burned Mar. 6. It contained about 20,000 bus. of grain, wheat, barley, oats and peas. Very little salvage, insurance, \$2,000.

Winnipeg, Man.—The inspected receipts of grain for the 6 months prior to Mar. 1 were 66,955 cars, against 45,558 cars for the corresponding period of 1907-8. The wheat receipts increased from 37,200 to 55,152 cars, and the oats receipts from 5,383 cars to 7,744 cars.

Montreal, Que.—The Montreal Warehousing Co. has chosen the following officers for the ensuing year: Charles H. Hays, pres.; E. H. Fitzhugh, vice pres.; and George H. Hanna, sec'y and mgr. The first two with W. M. Ramsay, John W. Loud and William Wainwright constitute the board of directors.

Goderich, Ont.—The Goderich Eltr. & Transit Co. will increase its machinery and accommodations. Among its improvements will be heavier driving motors, a new marine leg to elevate 18,000 bus. per hour, new turn shovel engines, and larger distributing conveyors. The company recently paid a 10 per cent dividend.

Elburne, B. C.—J. C. White of Duluth has bot 400 ft. of water frontage on the Fraser river for an eltr. site. He was in Vancouver on a pleasure trip, but was so impressed with the possibilities of the grain trade that he made the deal. Workmen have already commenced clearing the ground for the construction of a large eltr.

New Westminster, B. C.—The Board of Trade of this city wishes to divert some of the export grain traffic thru this port and will try to persuade the Canadian Northern Railroad Co. to build an eltr. The Board was much encouraged by the report of J. A. Cunningham, who was sent as a delegate to the Calgary grain conference.

Winnipeg, Man.—The Manitoba Linseed Oil Works recently began operations at its big \$75,000 plant, with a daily capacity of 2,000 gals. The works will use a large quantity of flaxseed and ship their products as far west as Vancouver and into the remote North. In addition to the oil, oil cake will be manufactured for cattle feed. This is the second linseed oil plant in Winnipeg.

Vancouver, B. C.—We hope to make an early start at the work of erecting an eltr. in Vancouver for the handling of the export Alberta grain crop. A site on our waterfront west of the Oriental detention shed has already been selected for this purpose. The proposed eltr. will probably have an initial storage capacity of between 250,000 and 300,000 bus., and will be built on the unit plan, enabling us to make additions from time to time as conditions warrant. It will rest on concrete foundations. In any event, if the carrying out of the project should be delayed the company will certainly provide temporary facilities for handling all the export grain that may seek an outlet via Vancouver when the crop starts to move next September.—F. W. Peters, asst. to vice pres. Whyte, of the C. P. Ry.

Winnipeg, Man.—The premier of Manitoba has presented the following resolution to the legislature: This assembly begs to call your excellency's attention to the desirability of the government of Canada dealing with the initial eltr. situation, either by (a) making provision for government ownership and operation of the grain eltrs. in Manitoba; or (b) by having conferred upon this province, either by Dominion or imperial legislation, the power to fully deal with the question of storage, transportation and grading of grain.

Winnipeg, Man.—A protest against the shortage clause in the new lake marine B/L was lodged with the Dominion government recently by delegations representing the Winnipeg Grain Exchange and the Montreal Corn Exchange. The Winnipeg Exchange was represented by former Pres. John Fleming and Sec'y C. N. Bell, and the Corn Exchange by Pres. Jos. Quintal, E. S. Jacques, Alex. McFee, L. A. Tilley and Norman Wight. The grain dealers will ask for an amendment to the Manitoba Grain Act requiring terminal eltrs. to insure against losses other than by fire, which is needed if a grain clearing house is to be established at Fort William, Ont., to expedite loading.

CHICAGO.

The March rate of interest for advances upon consignments is 5 per cent.

F. C. Aldrich, formerly with S. C. Love & Co., has gone with Finley Barrell & Co.

The telefonos on the floor of the Board of Trade were sold Mar. 24, affording brokers an opportunity for selections of new locations.

Norris & Co., grain exporters, have been granted an Illinois charter. Capital stock, \$350,000; incorporators, James Norris, Robert Crombie and W. K. Patterson.

The commission rate on speltz in car-load lots is \$5 per car, the same as on bran, middlings and screenings, is a late ruling by the violation of rules committee in reply to Rosenbaum Bros.

Barley receipts light with strong advancing tendency. Malt market dull; brewers are slow in responding to an advance and if light receipts continue believe they will have to take it. Feed situation is very strong; mixers are regulating price of barley rather than maltsters.—Henry Rang.

David Lewis, a striking grain shovel of the Peavey Eltr., was found mangled and dead on the railroad tracks Mar. 9. It is thought he was murdered. The men had been on a strike two months. Lewis was a picket, whose task it was to interfere with peaceable citizens who would accept the company's offer of work.

It is not permissible for a member of the Board to give orders for execution of 1,000-b. lots for future delivery on the Open Board of Trade, as the rules of the Board provide specifically for the execution of all orders in the Exchange room, hence it would be a violation of the rules to place such orders in any other exchange in the city, is a recent ruling by the violation of rules committee.

Ware & Leland, against whom Danner & Co. brot judgment to recover on an account with Cassidy & Gray, who failed, were victorious in the municipal court Mar. 18, having shown they had no dealings with customers of Cassidy & Gray, merely executing orders on commission for the defunct firm. The court held that

the fact Ware & Leland furnished the private wire did not make Cassidy & Gray their agents.

Membership in the Board of Trade has been applied for by Sidney J. Herman, William J. Hamilton, Joseph L. Frederick, Roland N. Smith, Jr., Dean Alfred Baker, Peter James Brennan, Fay W. Thomas and Thos. James Triel. Application for transfer of membership has been made by Ole Berger, Geo. O. Lamprecht, J. Harry Banta, Walter John Bush, Charles A. Partridge, Lewis G. Young, the estate of J. Frank Rumsey, Arthur L. Mills and Henry A. Towner. Mr. Towner is the oldest living member. The directors recently admitted to membership John W. Radford and John J. Lynch. Memberships in the Board are selling at \$2,450.

COLORADO.

Pueblo, Colo.—Colorado Alfalfa Mill Co. incorporated; capital, \$50,000; incorporators; A. M. Carpenter, C. Matson, Geo. McLagan and others.

Denver, Colo.—The Denver Commission & Grain Co. incorporated; capital, \$10,000; incorporators: Amon Westman, Lotta Westman, and David A. Bancroft.

Pueblo, Colo.—J. M. Foglesong of Lewisburg, W. Va. has opened offices here to do a general brokerage business in grain, hay, feed and produce. He was induced to locate here thru the efforts of Secy Palmer of the Business Men's Ass'n.

IDAHO.

Caldwell, Ida.—J. K. Mullen of Denver has bot the site of the recently burned Imperial Mill, and will build a grain eltr. and a flour mill.

Ilo, Ida.—The farmers union has decided to erect grain warehouses at Nez Perce, Vollmer and a third half way between Vollmer and Nez Perce.

Lewiston, Ida.—Shippers along the Northern Pacific Railway branch from Cul de Sac to Grangeville are making a strong protest against the rates on grain.

Heyburn, Ida.—Henry Schodde has ordered the machinery and let the contract for an eltr. and mill, work to begin as soon as the weather will permit. All machinery to be of the best improved types.

ILLINOIS.

Teheran, Ill.—McFadden & Co. will rebuild their eltr.

Niantic, Ill.—Delaney Bros. have nearly completed their new office.

Cooksville, Ill.—Hayward Bros. will rebuild their eltr. burned Feb. 21.

Litchfield, Ill.—Munday & Co. are taking down their old eltr. to make room for a new one.

Peoria, Ill.—The co-operative eltr. companies of Illinois will hold their 1910 convention at this city.

Flagg Center sta., Rochelle p. o., Ill.—The Neola Eltr. Co. has sold its eltr. to the farmers.—A. W. Walls, agt.

Ocoya, Ill.—The Farmers Eltr. Co. has leased the eltr. of the Rogers Grain Co. and will use it in connection with its own.

Ballard sta., Chenoa p. o., Ill.—Frank Abbott has moved here from Chenoa to take charge of the grain business of F. L. Warner.

Herrick, Ill.—C. C. Clark of Shelbyville, Ill. now owns the eltr. formerly operated by Edw. Lichte, who has moved to Minnesota.

Romeo sta.; Lockport p. o., Ill.—Shoemaker & Coch, successors to Norton & Co., will build a new eltr. with a capacity of 10,000 bus.

Anchor, Ill.—I have not been in the grain business since Oct. 1. My successor as agt. for the Rogers Grain Co. is J. W. Butler.—Geo. Gimpel.

Springfield, Ill.—Representative W. T. ApMadoc has introduced H. B. 169 prohibiting the shipment out of store of grain without consent of the owner.

Charleston, Ill.—Geo. B. Griffin has installed a Western Gyrating Cleaner of the latest improved type, and other equipment furnished by the Union Iron Works.

Bolivia, Ill.—The Farmers Grain & Eltr. Co. has placed its order for a sheller, cleaner, and other machinery with which to remodel its eltr., with the Union Iron Works.

Kempton, Ill.—The Kempton Farmers Eltr. Co. has begun tearing down its old eltr. to replace it with a new one of 55,000 bus. capacity, completed ready to handle grain by May 1.

Litchfield, Ill.—A company of farmers has bot the eltr. of Henry Nobbe of the Nobbe Grain Co., and has employed as mgr. John J. Murphy of Farmersville, who has been a bookkeeper for C. H. Nobbe for the last 4 years.

Ransom, Ill.—The directors of the Farmers Eltr. Co. have employed N. E. Stienhart as mgr. of their eltr. for the ensuing year. He has lived in this township more than 30 years and has been in the employ of the railroad for 26.

Dollville sta., Henton p. o., Ill.—Edward McKee of Tower Hill, Ill., has bot the eltr. here formerly operated by James F. Umpleby, and will remodel it and equip it with a Western Sheller, gyrating cleaner and ear corn feeder furnished by the Union Iron Works.

Mt. Carroll, Ill.—I have bot the eltr. of Fred Colehour and this fall I will add to it a buckwheat and cornmeal mill run by the gasoline engine that runs the eltr. This is a good place for a mill of this kind, as there is only one other in the county.—Luther E. Sisler.

Springfield, Ill.—Representative Lyon has introduced a bill in the house amending the warehouse act by ruling against discrimination in grain shipments and providing that failure to deliver grain within 30 days shall be followed by payment to the shipper of the value of the grain delayed.

Croft, Ill.—The Croft Farmers Grain & Live Stock Co. has bot the eltr. of C. M. Wood, to use as a storage and loading eltr. The company now owns two eltrs. here. The deal has displaced Wm. Boyer, Mr. Wood's mgr., tho he will probably obtain a place in another eltr. owned by Mr. Wood.

Lexington, Ill.—J. J. Kemp yesterday bot the eltr., lumber yard and coal business of the Lexington Eltr. Co. and took possession this morning, Mar. 19. He is going to carry on the business as before. Six years ago Mr. Kemp sold the business to the farmers.—Thomas Shapland, mgr. Lexington Eltr. Co.

Tampico, Ill.—F. G. Boyden of La Salle, who is interested in the recently incorporated Hennepin Canal Grain Co., states that eltrs. will be built on the feeder at the Elmendorf bridge northeast of Tampico, at the county line south and further south at Hamilton's crossing. The houses will have capacities of 25,000 to 35,000 bus.

Mendota, Ill.—Farmers around the nearby station of Clarion are considering either organizing another farmers' grain company or else joining the Mendota Farmers Grain & Supply Co., with the object of taking over and operating the eltr. of J. H. Dole & Co., at the Clarion switch. Mr. Dole has offered to transfer the eltr. if the farmers want it.

Oneida, Ill.—J. H. Dole & Co. are improving their eltr. leased by the Farmers Grain & Eltr. Co. They are installing a new 10-h.p. gasoline engine putting in new and larger cups and wider belting for elevating the grain; lowering the pit 3 feet; putting in a new and larger dump, and a passenger lift that is a great improvement over the narrow stairway formerly used.

Assumption, Ill.—We intend rebuilding our eltr. at this place. It will be on the site of the old one and will be modern in almost every particular, being equipped with low dumps, ear corn eltrs. and conveyor. Shelled corn and small grain will be elevated as fast as it comes in. We will also use electric power, and hope by doing so to curtail expenses at least one-half.—J. F. Ellis, mgr. Farmers Eltr. Co.—The plans and equipment will be furnished by the Union Iron Works.

Springfield, Ill.—Edward R. Ulrich of the grain firm of E. R. Ulrich & Sons, died of pneumonia at his residence in Los Angeles, Cal., Mar. 14, aged 79. As Mrs. Ulrich's feeble health prevented her making the long journey, the body was not sent to Springfield but was interred at Los Angeles. Mr. Ulrich was born in Fishkill, N. Y. When 12 years of age he moved with his widowed mother and her children to Springfield. When 24 years of age he married. Of his 12 children five survive him, two daughters and three sons, Louis, Edward and Charles. The two latter live in Springfield. From his early youth Mr. Ulrich was an earnest and active church worker. In business and in other relations of life he was always ready to assist the needy. His helpful kindness endeared him to many friends, who will miss his wise and thoughtful assistance.

Roscoe, Ill.—While four robbers were getting ready to blow the safe in the eltr. of Hutchins & Whiting about at 12:30 a. m., Mar. 13, Charles Whiting, a member of the firm, his son Ivan and Geo. Dolbear lay in wait for them. They had opened the front door with a skeleton key. While preparing the nitroglycerin they heard Mr. Dolbear and ran out the front door. Ivan Whiting, who stood 4 rods away, opened fire. One of them exclaimed "They've got me." His comrades ran to his side, and with their assistance he succeeded in making his escape along the railroad track. As they passed the rear of the eltr. Mr. Whiting fired at them. The robbers only fired one shot in return. Police of Rockford and Beloit were notified, but no clew has been obtained. No traces of blood were found along the trail. A year ago last October the safe in this eltr. was blown open and \$400 stolen. Since then members of the firm have watched the place closely, anticipating another raid, since the first proved so profitable to the thieves.

INDIANA.

Uniondale, Ind.—C. F. Davison is clearing away the ruins of his burned eltr. preparatory to rebuilding.

New Albany, Ind.—Herman Borgerding has let the contract for the erection of a 50,000-bu. eltr. to cost \$10,000.

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Plainville, Ind.—I will improve my plant at this station, putting the work closer together.—C. M. Lemon.

Bourbon, Ind.—Delp, Ettinger & Co. have bot grain eltr. machinery, including buckets and spiral conveyors, from the Weller Mfg. Co.

Vincennes, Ind.—Bartlett, Kuhn & Co. are equipping their new 80,000-bu. eltr. thruout with "Western" machinery furnished by the Union Iron Works.

Aboite, Ind.—J. R. Beach of Cambria, Ind., has bot the eltr. here. His son Bill is mgr. and interested with Mr. Beach at this point.—S. Bash & Co., Fort Wayne, Ind.

Berne, Ind.—Berne Milling Co. incorporated to operate mills and eltrs.; stock, \$20,000; directors, Levi A. Sprunger, Albert M. Sprunger, Levi Moser, and John Roher.

Franklin, Ind.—The J. M. Dunlap Grain Co. incorporated, capital stock \$7,500; incorporators, J. M. Dunlap, Wm. T. Vandagriff, Elizabeth Dunlap, M. J. Voris and E. C. Miller.

Indianapolis, Ind.—The supreme court Mar. 12 decided that telegraph companies do not violate the law by charging an extra 10 cents for delivering a message more than one mile from the office.

Crawfordsville, Ind.—J. S. Sellars will rebuild his eltr., known as the Big 4 Eltr., he recently bot of Stout & Ellers, that burned Feb. 1. He has let the contract to A. H. Richner, work to begin at once.

Selbyville, Ind.—Tho not in the grain business only as I sell a crop to our grain dealers, I have obtained valuable information from the Grain Dealers Journal, which is all right. Our grain dealers are a jolly lot of nice fellows.—Albert Jones, loan broker.

Indianapolis, Ind.—The new feedstuffs law has been passed. The bill provides that: For each 100 lbs. or fraction thereof, the person, company, corporation or agent, shall also affix the stamp purchased from the state chemist, showing that the concentrated commercial feeding-stuff has been registered as required by section 1 of this act, and that the inspection tax has been paid. When concentrated commercial feeding-stuff is sold in bulk a tag, as hereinbefore described, and a state chemist stamp shall be delivered to the consumer with each 100 lbs. or fraction thereof: Provided, That state chemist's stamps shall be issued to cover 25, 50 and 100 lbs. For the expense incurred in registering, inspecting and analyzing concentrated commercial feeding-stuffs, the state chemist shall receive for stamps or labels furnished to cover 100 lbs. 80c per 100; to cover 50 lbs. 40c per 100; and to cover 25 lbs. 20c per 100. The money for said stamps or labels shall be forwarded to the said state chemist, who shall pay all such fees received by him to the director of the Indiana agricultural experiment station, Purdue University.

IOWA.

Bode, Ia.—Art Johnson has succeeded W. C. Klatzba as mgr. for Gilchrist & Co.

Cumberland, Ia.—I have succeeded W. F. Johnston, grain and coal.—F. Ross Johnston.

Parkersburg, Ia.—H. Schultz & Co. have succeeded Kitzmiller & Schultz. Herman Schultz will take possession under the new name Apr. 1.

Des Moines, Ia.—The annual meeting of the Western Grain Dealers Ass'n will be held in July.

Des Moines, Ia.—The Sullivan anti-bucket-shop bill has passed both houses of the legislature.

Washington, Ia.—Complete equipment for the eltr. of Chalmers & Eldridge has been purchased of the Weller Mfg. Co. by the Younglove Construction Co.

Webster City, Ia.—The eltr. on the Illinois Central here has been leased by a company composed of M. L. McCollough, W. C. Pyle and E. F. King and will be operated by the Webster City Eltr. Co., with Harry Ambrose as mgr.

Harcourt, Ia.—A farmers co-operative eltr. company has just been organized with P. A. Hade pres., J. C. Lind, sec'y, and J. M. Howard of Deer Creek, Minn., mgr. The capital stock is \$10,000 and the new eltr. of the Wheeler Grain & Coal Co. has been purchased.

Glidden, Ia.—While at work in the eltr. of the Farmers Eltr. Co., Chas. Ennis had his jacket caught on a shaft over which he was thrown. Fortunately the cloth began to slip on the shaft and in reply to his shouts the machinery was stopped. He was sore, but uninjured.

KANSAS.

Boyd, Kan.—Philip Ochs, Jr., has bot the new Hall System.

Sabetha, Kan.—J. F. Lukert will enlarge his eltr. this spring.

Inman, Kan.—Farmers have bot the eltr. of the Home Grain Co.

Milford, Kan.—The eltr. and mill here owned by C. D. Young of Clay Center have been burned.

Topeka, Kan.—The public utility bill, known as the administration bill, has failed to pass the house.

Groveland, Kan.—The Wall-Rogalsky Milling Co., of McPherson, has bot the eltr. of the Home Grain Co.

Walnut, Kan.—J. E. Clark has bot the eltr. of Benedict & Co. on the M. K. & T., and will make some repairs.

Lecompton, Kan.—M. W. Cardwell, who recently bot the eltr. of C. L. Walter, has placed D. E. Bales in charge.

Morrill, Kan.—W. E. Robertson has bot a mill and eltr. and will begin operating soon.—A. A. Robertson, Cook, Neb.

Padonia, Kan.—We are a new firm, successors to E. Chase. We will build a new eltr.; capacity, 10,000 bus.—Chase & Browning.

Reserve, Kan.—Work has begun on the new 25,000-bu. iron clad eltr. of the Jones Grain Co., to replace that burned last December.

Hartford, Kan.—R. D. Carpenter, who has had some experience in the milling business at Burlington, has succeeded F. B. Quinby & Co.

Savonburg, Kan.—Richardson & Tomlinson have succeeded Richardson & Huff as mgr. and proprietors of the Savonburg Milling & Implement Co.

Council Grove, Kan.—The Morris County Grain Co. has succeeded F. B. Quinby. This concern operates a 20,000-bu. eltr. on the M. P. and the M., K. & T. Rys.

Summerfield, Kan.—The Duff Grain Co. will operate the eltr. formerly operated by the Summerfield Eltr. Co., under lease from the Bartling Grain Co.—Frank Thoman.

Kansas City, Kan.—John T. White, of Ada, Kan., who has been appointed chief state grain inspector to succeed John W. Radford, is to take office Apr. 1.

Manhattan, Kan.—E. H. Webster, director of the Kansas Experiment Station has issued a circular on the feeding stuff law, which went into effect two years ago.

Hutchinson, Kan.—Three local bucket shops will close June 1 unless the pile of suckers' coin becomes too tempting before the bucket shop law tolls their knell.

Seward, Kan.—The Independent Grain Co. of Wichita bot the eltr. here of Gates Bros. and took possession last Novem'ber. I am buying grain for the Larabee Eltr. Co.—R. L. Cunningham.

Abilene, Kan.—P. E. Summers has bot the interests of Mr. Hoyt in the grain and coal business of Walters & Hoyt, which will be conducted under the firm name of Walters & Summers.

Topeka, Kan.—Sec'y E. J. Smiley has just returned from a 10-day trip in southeastern Kansas, where he obtained the applications of 11 dealers for membership in the Kansas Grain Dealers Ass'n.

Collyer, Kan.—Jones & Borah of Grinnell are erecting a 20,000-bu. eltr. here covered with galvanized iron. The P. H. Felkey Construction Co. is doing the work and will put in the Hall System.

Horton, Kan.—To make room for additional tracks the Rock Island R. R. has sold the big eltr. of A. C. Davis & Co. to a Topeka wrecking company to be torn down and the ground cleared within 30 days.

Burlington, Kan.—The only grain dealers at this point are Gibbon & Reid who have succeeded the Burlington Roller Mills and have about completed an up-to-date eltr. of 15,000 bus. capacity. Woodford Bros. have disposed of their business and are scalpers.

Kansas City, Kan.—Bruce Detrich, who was vice pres. and mgr. of the defunct Christie Grain Co. has taken the old offices of that bucket-shop and will operate as the Kansas Grain & Stock Co. The new bucket-shop law of Kansas does not go into effect until June 1.

Kansas City, Kan.—When Receiver Whiteman took possession of the defunct Christie Grain Co. he found only \$2,000 in bank. C. C. Christie owned all but four shares of the company's stock. The liabilities greatly exceed the assets, and new creditors are filing claims every day.

Hutchinson, Kan.—The Rock Mill & Eltr. Co. has begun work on the concrete foundations for 2 steel storage tanks to increase its eltr. capacity 100,000 bus. One tank will be 50 ft. high and the other 60; both will have a diameter of 40 ft. One tank will be used for corn and the other for wheat.

South Mound, Kan.—The eltr. J. F. Denton will build on the site I sold him of mine that burned in February will have a capacity of 10,000 bus.; with gasoline engine, sheller, cleaner, crusher, dump, and corn meal roller mill, everything up-to-date. Will arrange to shell and clean grain in transit.—F. M. Denton.

Russell, Kan.—Paul D. Miller succeeded M. P. Miller & Son, Mar. 1. He has been associated with his father for several years in the grain business, in which the father has been engaged for a quarter of a century, and now has such a competence it is no longer necessary for him to burden himself with the active cares of business.

Yuma, sta., Jamestown p. o., Kan.—A fire started in a car of hay, which stood close to the eltr. of the Baker-Crowell Grain Co., Mar. 17, and destroyed two cars of wheat and one of corn. Chas. Bentley who manages the eltr., assisted by men, managed to move 16 cars from one end of the eltr. and the same number from the other end, most of which contained grain, thus saving them and the eltr. The quintet were well worn out by their hard task.

Manhattan, Kan.—A defense of the state experiment station has been issued by Professor A. M. Ten Eyck in the form of Bulletin No. 172 on the "Distribution of Improved Seed Wheat," calling attention to the fact that during four years the station was able to distribute nearly 4,000 bus. of seed wheat. Considering that Kansas is the leading winter wheat growing state it will be seen how far the less than 1,000 bus. per year fall short of satisfying the demand for improved seed.

Application for membership in the Kansas Grain Dealers Ass'n has been made by the following since Jan 1: P. D. Perill, Marysville, Kan.; T. H. Bunch Co., Little Rock, Ark.; G. G. Weichen & Co., Garden Plain, Kan.; F. E. Michaels, Scranton; James Dobbs, Wichita; Central Commission Co., Topeka; L. T. Shrader & Co., Dexter; Culver Gr. & L. S. Ass'n, Culver; Meade & Co., successors to Davis & Co., Meade, Kan.; Carroll Milling Co., Chapman; Henry Korff & Co., Lanham, Neb.; Nathan Smith, Riverdale; Hamell & Noble, Moran; Erie Gr. & Lumber Co., Erie; Morris County Gr. Co., Council Grove; Excelsior Water Mills, Burlington; Gibbon & Reid, Burlington; W. H. Roberts, Savonburg; J. Kuhlman, Bonita; D. W. Finney, Neosho Falls; Kuhlman Bros., Strawn; I. E. Clark, Walnut; Richardson & Tomlinson, Savonburg; and, G. E. Vining, Mahaska.

WICHITA LETTER.

J. R. Williamson of Harper has bot a membership in the Board of Trade and will soon open an office here.

H. W. Skinner of Medicine Lodge has bot the Board of Trade membership of Leo Gano and intends to open a grain office in Wichita soon.

The Southern Kansas Millers Commercial Club has dismissed three suits filed with the Interstate Commerce Commission, one suit involving grain rates from Texas and another the rates to the southeast on flour.

Board of Trade memberships appear to be in demand. Two recently sold for \$500 each, and there are only 3 left in the treasury. The price of these is expected to advance to \$750 soon. The total number of memberships in the Board is 50.

E. M. Elkins of the Kansas Milling Co. will open an office here. He has bot the Board of Trade membership of H. Herzer, who has been a member since the Board's organization in 1903. He has been treasurer during that time. His services will be greatly missed.

H. J. Nickel, an experienced grain dealer, who has been in the employ of F. G. Olson, has purchased the office equipment of the latter, on the suspension of business by the F. G. Olson Grain Co., and will do business under the name National Grain & Flour Co. Mr. Olson has accepted a position with T. H. Bunch Co., at Little Rock, Ark. Chas. R. Ely of Herington has brot suit against F. G. Olson to recover pay for a car of wheat shipped to the Olson Grain Co. in Novem-

ber, alleging that Mr. Olson has converted the proceeds to his own use.

Millers here have had their wheat territory enlarged by the milling in transit arrangement granted by the Santa Fe and the Missouri Pacific. The Santa Fe will make no charge for the out of line haul provided it gets the long haul to Chicago; and the Missouri Pacific will give the same concession for the long haul to St. Louis.

KENTUCKY.

Lawrenceburg, Ky.—Cheatham & Burns are out of business.

Owensboro, Ky.—The 60,000-bu. eltr. of the Griffith Eltr. Co. has been put into successful operation.

Louisville, Ky.—Alfred Brandeis has been appointed chairman of the grain committee of the Board of Trade. Other members of the committee are C. T. Ballard, W. M. Atkinson, Andrew Edinger and Thos. G. Williams.

LOUISIANA.

NEW ORLEANS LETTER.

At its last meeting, the directors of the Board of Trade approved the recommendation of the grain committee that inspection fees at this port be advanced.

George S. Colby, of the Board of Trade's inspection force, has been promoted to assistant chief inspector under Chief Inspector W. L. Richeson.

The new 1,000-barrel flour mill erected by the H. T. Lawler Milling & Trading Co., has begun operation after a long delay occasioned by the threat of the Orleans Levee Board to expropriate the property for levee purposes.

Complaint is made of barley dope in oats. Demand is showing some improvement, but is not up to the average for this time of spring, which is the period of heavy demand for oats in this market. No. 2 white are quoted at 58 and No. 3 at 57, bulk.

Better grades of hay continue to sell readily and there is a limited demand for lower grades. Much complaint is made regarding conditions at the railroad terminals. Choice timothy is bringing \$16.50; No. 1, \$15.50; No. 2, \$13.00, and choice alfalfa is selling readily at \$19.00.

Corn products advanced 10 cents a barrel during the week, but there was no improvement in demand either in the city trade or that from the surrounding territory. At the old figures buyers were holding off and the advance was not an inducement to replenish. Little stock is coming to this market at present.

Demand for corn for feed purposes is only fair, both the city and country trade sending in only such orders as are necessary to supply immediate needs. Exports to Cuba and Central America have fallen off, but an improvement from that territory is indicated by the inquiry at this time. No. 2 yellow is selling now at 72 and No. 1 mixed at 71½, bulk.

A delegation of Louisiana and Texas rice men left here for Washington last week to confer with General Clarence Edwards, of the Insular Bureau, on proposed tariff regulations affecting rice. Preliminary to their departure a conference was held at the Board of Trade by representatives of the Rice Ass'n of America, and Texas and Louisiana millers and distributors and growers. It was decided to give special attention to the terms under which Asiatic rice shall be admitted into the Philippines, it being

feared that unless these terms were properly adjusted, Asiatic rice might move through the Philippines to this country, contrary to the spirit of the tariff measure.—H.

The records of Chief Grain Inspector W. L. Richeson, of the Board of Trade, show: Exports, March 1-15, inclusive, 335,716 bushels of corn and 25,592 bushels of wheat; inward inspection for the same period, 10 cars export wheat; 195 cars export corn; 72 cars local corn; 15 cars local oats; 3 cars local barley; grading of Illinois corn, for the same period, 26 cars No. 3 and 1 car No. 4. Stocks March 15 were: Stuyvesant Docks, 281,000 wheat and 210,000 bushels corn; Westwego, 10,000 bushels wheat and 70,000 bushels corn.

MARYLAND.

Washington, D. C.—The Washington Grain Exchange at its annual meeting elected John S. Cissel pres.; Howard L. Wilkins, vice pres.; and E. M. Anderson sec'y-treas.

Baltimore, Md.—Henry Trager, grain merchant, and a member of the firm of William Trager & Co., was recently elected a member of the second branch city council of Baltimore. He is also a member of the Chamber of Commerce.

Hagerstown, Md.—The East Hagerstown eltr., belonging to the estate of the late Frederick C. McComas, was sold by the trustees at public auction to C. M. Horst for \$10,210. Steffey & Findlay were again the principal bidders in opposition. About two months before the property was offered at auction and knocked down to Steffey & Findlay at a bid of \$8,355. Horst contended that the property should have been knocked off to him, so he filed exceptions and the court ordered that sale set aside, as explained in this column Feb. 25.

Baltimore, Md.—Daniel Rider, for more than 25 years one of the foremost grain and feed merchants of this city, a member of the Chamber of Commerce, and at one time a director of that organization, committed suicide by shooting himself at his home, Mar. 15. The tragedy cast a gloom over the entire membership of the Chamber of Commerce because of the high esteem in which he was held by his colleagues. He was considered one of the most prosperous members of the grain and feed trade of the city, and had built up a large and prosperous business. Last May he suffered from a nervous breakdown from which he never recovered; and his continued ill health is believed to have prompted him to end his sufferings.

MICHIGAN.

Grand Rapids, Mich.—H. J. Cheney & Co., grain dealers, have built an addition to their plant.

Portland, Mich.—Monroe Whitmore, mgr. of the Eagle Eltr. that burned about a year ago, says it will be rebuilt this spring.

Detroit, Mich.—Barley is scarce and firm in this market. There is but little demand for both rye and beans. Eltr. stocks are: Wheat, 305,775 bu.; corn, 220,225; oats, 98,888; barley, 1,693; rye, 15,523.—B.

Bay City, Mich.—For some months the Bay City Grain Co. has been fitting up a large warehouse, which it has opened for business. It buys and sells grain, flour, feed, hay and straw, and will also operate a custom mill.

Lansing, Mich.—A bill for uniform weights and measures for cereal products has been introduced in the legislature by Representative Straight.

Millington, Mich.—W. T. Coverdale has sold his interest in the Millington Grain Co., to F. W. Watson, formerly of the Uniondale Eltr. Co.

Detroit, Mich.—The Day-Kaumeier Grain Co., incorporated; capital stock, \$15,000; incorporators, Wm. Kinney, Hubert Wright, O. G. Heter, C. A. Cook and F. E. Hitch.

Saginaw, Mich.—Farmers in this vicinity are rapidly disposing of their hay. The demand is fairly active and prices are only moderate, loose lots being disposed of at \$8 a ton.—B.

Detroit, Mich.—Charles A. Campbell, of the grain commission firm of Dallas & Campbell, died Friday, Mar. 19. Mr. Campbell was 39 years old and is survived by a widow and one child.

Detroit, Mich.—Local grain dealers report an inactivity in the wheat market. The prevailing high prices coupled with the general theory that quotations will soon take a drop has made millers and others wary about investing in any great amount.—B.

Leonard, Mich.—Instead of Jassman & Howland buying the eltr. of A. Bartholomew & Son, as stated in this column Mar. 10, it is the Leonard Eltr. Co. The firm is Jossman, Howland & Baker. Lee Nangle, banker of Oxford, bot the eltr., and we rent the eltr. of him.—Leonard Eltr. Co.

Rochester, Mich.—The recently incorporated Rochester Eltr. Co. will conduct a general eltr. business; and will either buy the eltr. of Ferrin Bros. or will build a new one on land leased from the Michigan Central. E. L. Letts is pres.; M. H. Haselwerdt, sec'y.; and C. K. Griggs, general mgr.

Chelsea, Mich.—Believed to be despondent because he thought himself "hoodooed" by fire, E. K. White, mfr. and heavy stockholder in the mill that burned on the night of Mar. 15, attempted suicide early next day by cutting his throat and firing a bullet into his head. He is expected to recover. That was the third time White's milling property had burned; damage \$5,000, insured.

Grand Rapids, Mich.—At a conference of representatives from 12 western and northern Michigan cities and towns here recently plans were formulated to secure a more equitable rating from local points to the Atlantic seaboard. The Michigan millers' ass'n has been fighting a discrimination in car rates for several months and a hearing will be granted attorneys representing the ass'n at a meeting of the State Railroad Commission, Mar. 31.—B.

MINNESOTA.

Faribault, Minn.—B. F. Orr of Northfield has bot the eltr. of the Big Diamond Mfg. Co.

Anandale, Minn.—The Osborne-McMillan Eltr. Co. has closed its house.—O. L. Cofield.

Beardsley, Minn.—A. B. Gillette of Brown Valley has bot the eltr. of the Farmers Eltr. Co.

Stanton, Minn.—We have just installed an Avery Automatic Scale.—A. W. Swinton, mgr. Farmers Eltr. Co.

Sanborn, Minn.—Clarence Posz will succeed F. E. Gleason, resigned, as agt. at the eltr. of Bingham Bros.

Carlton, Minn.—C. H. Shaver is installing a new feedmill in his eltr. St. Louis River Mer. Co., Cloquet, Minn.

Woodstock, Minn.—The eltr. of the Benson Grain Co. burned on the night of Mar. 9, destroying 5,000 bu. grain.

Hallock, Minn.—Chris Erickson has been engaged as grain buyer for the National Eltr. Co., to succeed A. N. Holmer.

Everdell, Minn.—Mr. Schneider has succeeded Levi Anderson as mgr. of the Peavey Eltr., operated by the Monarch Eltr. Co.

Melby, Minn.—H. P. Landru, who has bot grain for the Andrews Grain Co. about 9 years, has bot the company's eltr. here.

St. Paul, Minn.—The general laws on the appointment of the grain appeals boards is to be amended by a bill introduced in the legislature.

Duluth, Minn.—Belt conveying material for Eltr. "D" of the Consolidated Eltr. Co. has been purchased from the Weller Mfg. Co. by the Barnett & Record Co.

St. Paul, Minn.—A bill for a grain and flour testing laboratory under the direction of the state railroad and warehouse commission has been introduced in the legislature.

Dassel, Minn.—Carl B. Borberg is the new grain buyer at the eltr. of the Cargill Eltr. Co. He has succeeded John Olson, who resigned to take the management of the Farmers Eltr. Co.

Ceylon, Minn.—Eugene Alton recently sold off his personal effects at auction, to enable him to give his entire time to the grain business. Since last fall he has had charge of the eltr. of the Mutual Eltr. Co.

Foley, Minn.—The 20,000-bu. eltr. and the 300-bbl. mill operated by the New London Milling Co., burned Mar. 12. The mill shut down at 6 p. m. and the fire was discovered about 8. About 12,000 bu. of wheat and 1,700 bbls. of flour were on hand. Loss, \$50,000; \$20,000 insurance on stock and \$15,000 on buildings, machinery and power plant.

Wylie, Minn.—All our stock holders are jubilant at this point over the victory of the Great Northern R. R. Co. who have for some time intended to abandon their services at this point, but will now lay new steel as soon as the frost is out of the ground, and will possibly within a short time extend the line to Crookston.—C. B. Cruzen, mgr. Farmers Eltr. & Merc. Co.

St. Paul, Minn.—A bill making it a misdemeanor to buy stolen grain from minors has been introduced in the legislature. The penalty is \$100 fine or not more than 90 days imprisonment. Stealing of grain from cars has become so common that more severe laws are needed. The bill places on the purchaser the burden of proof that the minor came by the grain honestly.

Duluth, Minn.—W. W. Davis, cashier for the Barnum Grain Co., and a pioneer grain man of this city, died at his home Mar. 11. He came here from Pennsylvania 38 years ago and had a large acquaintance in the trade. He was one of the charter members of the Duluth Board of Trade and had been with the Barnum Grain Co. since its organization 14 years ago. He is survived by his wife, two daughters and a son, Charles A. Davis of Bradford, Pa. His body was taken to his former home in Pennsylvania for burial.

St. Paul, Minn.—The reciprocal demurrage law is being tested in a suit brot by Clarence C. Gray against the M. & St. L. R. R. Co. to recover \$6 for 6 days' delay in shipment of a car of corn from Belview to St. Paul. P. T. Peterson, pres. of the Farmers Eltr. Co. at Hardwick, Minn., has employed C. H. Christopher, as attorney to bring suit to recover several hundred dollars in demurrage of the Rock Island Road.

St. Paul, Minn.—Representative Lennon has introduced H. F. No. 609 authorizing the state railroad and warehouse commission to adopt a car sealing device and requiring all scales to be equipped therewith. Senator Sundberg's bill providing that grain exchanges shall not establish fixed rates of commission has been killed in the senate committee on grain and warehouse. The house committee on taxes has recommended Thayer's bill for a stamp tax on grain exchange sales.

Gilfillan sta., Morgan p. o., Minn.—The eltr. of Bingham Bros. burned Mar. 5; loss, \$7,500. The fire was caused by a gasoline explosion. Mr. Knowlton, the wheat buyer, had discovered a leak in the engine-feeding tank embedded in the ground outside the building; and while he was pumping out the contents a bystander rapped his pipe against the side of the building to remove the ashes. A spark flew into the tank. In an instant there was an explosion, and the fire spread rapidly to all parts of the building. Mr. Knowlton was badly burned about the arms and face.

St. Paul, Minn.—The velvet chaff committee of the state legislature has presented the inspection department with tests of this wheat made by the state experiment station showing that velvet chaff is being unjustly discriminated against. The Echo Milling Co. reported to the experiment station that it was able to make a barrel of flour by using only 20 to 30 pounds more of that variety than of the blue stem. It is alleged the good showing of velvet chaff is due to the care taken in growing this variety in Renville County, Minn., where the samples for the baking tests were obtained.

MINNEAPOLIS LETTER.

Memberships in the Chamber of Commerce are selling at \$3,400.

Nicholas M. Young, mgr. of the John Miller Co., grain, Duluth, has applied for membership in the Chamber of Commerce.

The directors of the Chamber of Commerce have made a rule that on all sales to arrive the tender shall be from country stocks and not grain previously inspected. The buyer of grain on arrival thus will not be compelled to accept grain loaded out of a terminal eltr.

The Chamber of Commerce is to be visited by a committee of the legislature to investigate its business methods with a view to action on the bill introduced some time ago regulating the price of memberships, making their number unlimited and providing for the court review of refused applications for membership.

P. M. Ingold leaves Apr. 1 for Cuba, where he has acquired a large plantation in the famous citrus fruit and tobacco district of Pinar del Rio. Mr. Ingold has sold his grain business to the Brooks Eltr. Co., and has also disposed of his land holdings in North Dakota for the purpose of transferring his investments to his Cuban land.

William H. Lake, of Chicago, has applied for membership in the Chamber of Commerce.

The new building bonds of the Chamber of Commerce have been sold at a premium for the \$200,000, an evidence of the high financial standing the Chamber enjoys. The entire bond issue is to be paid off in 20 years, one-twentieth annually, and it is believed this can be done without imposing a burden on members.

The U. S. Circuit Court at St. Louis has just affirmed the judgment of the district court of Minnesota imposing \$20,000 fine upon the Wisconsin Central Railroad Co. for granting rebates to the Spencer Grain Co. The rebate took the form of a refund of $\frac{1}{2}$ -cent per 100 lbs. for transferring grain. In sustaining the verdict of the lower court Judge Adams commented upon the fact that the tariffs of the road contained no notice of the $\frac{1}{2}$ -cent allowance, and therefore it was illegal.

The report of the special grain commissioners appointed in 1907 by Governor Burke of North Dakota to investigate the methods of inspecting and handling grain at the Minnesota terminals has just been made public. Commissioners A. R. Thompson, M. O. Hall and E. D. Washburn made a searching inquiry and were assisted by the state officials and grain dealers of the markets visited in their efforts to learn the facts about dockage, mixing and weighing, as well as inspecting. The commissioners found that dockage is increasing because the farmers' grain is becoming more foul; that the grain hospitals improve and make marketable inferior grain, that the farmers would be wise to keep the screenings at home for feed instead of paying freight and giving them away. The commissioners found the suction draft on grain unloaded from cars, of which so much complaint has been made, was applied after the grain had been weighed and not before. The commissioners recommended that the railroads be required to stand losses by leakage from bad order cars; that the state should lease terminal eltrs. and operate grain hospitals in connection therewith, that the Minnesota law for local eltrs. be copied. Federal inspection is recommended because grades inspected out for export are inferior to grades inspected in, which works a hardship on the producer of the best grades, and because the standard then would be uniform. The commissioners declare themselves as not favorable to boards of trade or chambers of commerce, but that they must be tolerated until some better system is adopted.

MISSOURI.

Montgomery, Mo.—We will build an eltr. of 25,000 bus. capacity on the Wabash Railroad and will buy a full set of new machinery.—Prairie Milling Co

Drexel, Mo.—The last of this month I will begin work on my eltr. to replace the one burned Oct. 11, '08. All lumber is on the ground. All machinery is bot, including a steam power plant. Capacity will be 15,000 bus.—Harvey Reed.

Clinton, Mo.—I intend to build an up-to-date eltr. with a storage capacity of 12,000 to 15,000 bus. to replace the one burned Feb. 17. I expect to use the latest improved machinery. Will also install machinery to grind meal and corn chops. The motor power will be fur-

nished by gasoline engine. The eltr. will be built on the cribbed order and will be sided and covered with galvanized iron.—W. H. Hurley.

Jefferson City, Mo.—The committee on agriculture of the Missouri House which has the grain inspection bills in charge is composed of R. D. Calkins, chairman, W. E. Killion, A. J. Magee, J. B. Hale, F. E. Kerr, D. R. Schroer, J. B. Coon, J. W. Cole, H. P. Scruby, A. S. Prather, J. A. Dale, M. H. Pemberton, J. S. Clapper, A. C. Donnan, M. E. Murry, M. J. Jones. Its clerk is Harry Groves and its room No. 24, in the basement.

Jefferson City, Mo.—Among the bills introduced in the Missouri legislature are the following: S. B. 496 by Anthony, remedying defects in the present grain law, defects pointed out by the courts at the instance of the Kansas City grain men. By Representative Miller of St. Louis providing that no person shall be appointed to a position in the grain inspection department who does not know the difference between wheat and corn. House bills 646 and 669, pertaining to feeds, which are unconstitutional as imposing a tax on feeds shipped in from other states and not on feeds of home manufacture. By Representative Forstel providing for the appointment of a grain inspector by the governor and for the giving of bonds by warehousemen. A bill forbidding the 100 lbs. dockage at Kansas City on grain unloaded into eltrs. under penalty of \$10 to \$100 fine.

Jefferson City, Mo.—H. B. No. 799 has been introduced in the house by Representative Trieseler to regulate the inspection and weighing of grain and fixing maximum fees for weighing. It provides that the governor shall appoint the chief inspector for a 4-years' term, who shall appoint deputies. All buildings having over 50,000 bus. capacity and handling the grain of different owners are declared to be public warehouses. Grain inspection shall be established at public warehouses on grain in and out and on the tracks within switching limits of public warehouses. The chief inspector shall establish grades after notice to the grain exchanges. Section 48 provides that where exchanges are located the weighing shall be supervised by appointees of the exchanges. The weighmasters so appointed by the boards of trade to give bond for the honest and faithful discharge of their duties. The charges for weighing shall be uniform throughout and shall not exceed 35 cents per car or per 1,000 bus. in or out of boats. This bill is favored by the Board of Trade of Kansas City and St. Joseph.

Jefferson City, Mo.—A delegation from the St. Louis Merchants Exchange and the Kansas City Board of Trade recently appeared before the house committee on agriculture to oppose House Bill No. 765 introduced by Stanley of Worth, which is the same as Anthony's Senate Bill 496. This bill would establish state inspection of grain at all cities of 100,000 inhabitants or more. Eltrs. handling the grain of different owners are declared public warehouses. Grain received into public warehouses shall in all cases be inspected. The board of railroad and warehouse commissioners shall appoint weighmasters to supervise the weighing of all grain which is subject to inspection and weighing. The state weighmaster shall have entire control of the scales. Fees for weighing are to be fixed by the commissioners. "It shall be unlawful for any person other than a state weigher to

issue any weight certificate, or to issue or sign any paper or ticket purporting to be the weight of any car or wagon, sack or other package of grain weighed at any warehouse or eltr. in this state where state weighers are stationed, or to make any charge for such weighing or purported weighing or weight certificates or tickets." The penalty for violation of this section is \$500 to \$1,000 fine or not over one year's imprisonment, or both fine and imprisonment.

KANSAS CITY LETTER.

The Board of Trade membership of C. C. Orthwein has been transferred to E. E. Machette.

The Commercial Club has decided to raise \$500,000 to re-establish a line of freight boats between Kansas City and St. Louis.

Perry T. Hamm, until two years ago a member of the Kansas City Board of Trade, died recently at Napanee, Ont., aged 80 years.

Charles V. Fisher has bot the Board of Trade membership of the late Benjamin F. Paxton from Wm. T. Kemper. Mr. Fisher is connected with the Pierson-Lathrop Grain Co.

The Nelson Grain Co., which bot the Park Eltr. last summer has about completed the large warehouse addition and other improvements. The company is the only concern in the city making molasses-alalfa feed.

C. W. Lonsdale, of the Home Grain Co. who, with Mrs. Lonsdale, was detained at New Orleans several weeks by the illness of their 4-year old daughter, has returned to his offices following the complete recovery of the child.—H.

Thomas W. Russell, father of E. B. and James N. Russell of the Russell Grain Co., died at his home, March 19, aged 68. He had been an invalid for 10 years. He was born in Boonville, Mo. In 1882 he started in the hardware business at Independence, Mo., and manufactured the Russell farm wagon. In 1885 he began business as a grain dealer in Kansas City, Mo., and was a veteran member of its Board of Trade. He lived in Kansas City, Kan., for the last five years.

Commissioner Wilson in discussing the trouble between the merchants and the M. K. & T. Railroad says: "The grain men are doing effective work in helping to bring the 'Katy' to terms. Except in cases of necessity, they are using other lines in moving grain south. They are as deeply concerned as any other local business interest in preserving the transportation rights of Kansas City." As to the boat line proposition Mr. Wilson said: "Both the grain men and the millers seem to realize that in the establishment of a water outlet on the Missouri river, lies the solution of the great transportation difficulties which have gradually grown up to the detriment of Kansas City. Owing to the close tab which is kept by the board of trade on the movement of grain and flour, it is easy for the grain men and millers to see the effects of discrimination on their business—possibly easier than in any other line of trade. When we get the boat line, with eltr. facilities, the grain interest will be the first to feel the benefit. Lower freight rates eastward will be immediately followed by lower rates in every other direction from this market."—Drovers Telegram.

The GRAIN DEALERS JOURNAL.

ST. LOUIS LETTER.

Shippers have been notified by the railroads that hereafter, printed or stamped signatures will be accepted on Bs/L.

Marshall Hall has been picking up considerable cash corn in this market of late for export, but has been working very quietly.

The Vandalia Line has issued an order which means a reduction of the "River transfer charges on grain for the Purina Mills," (or Security Elevator) to one cent.

The Chicago & Alton has published a 9-cent rate on wheat, and 8c on coarse grains from St. Louis to Kansas City, and C. & A. stations, Francis, Mo., and west.

The Baltimore & Ohio Southwestern has notified shippers that their line will handle shipments of corn promptly as time freight, in April, May and June, and that instructions to that effect have been issued to agents.

The firm of Picker & Beardsley has been incorporated as the Picker & Beardsley Commission Co. with a paid up capital of \$40,000. Chas. F. Beardsley, pres.; Erich Picker, vice pres. and treas., and G. H. Nagel, sec'y.

Effective Apr. 5 grain from Kansas City or beyond consigned to East St. Louis via the Chicago & Alton R. R., may be reconsigned to Alton, Ill., while in transit or after arrival at East St. Louis, and the thru rate from point of origin will be applied and no charge made for reconsignment.

John Dower, supervisor of the department of weights of the Merchants Exchange, reports that during February the following bad order cars were found loaded with grain: Leaking grain door, 381; leaking over grain door, 58; leaking boxes, 997; leaking end window, 96; not sealed, 587; end window not sealed, 312, and end windows open, 63 cars.

The Georgia State Board of Agriculture has served notice on the Merchants Exchange that shipments of grain or seed containing foreign material as adulterants will be held in violation of the Georgia law. As much of the grain shipped to the southeast does contain natural impurities the arbitrary enforcement of such ruling will hamper business. Some dealers favor fighting the matter out in the courts and others propose to cease shipping to points in Georgia.

A proposition has been presented to the Board of Directors of the Merchants Exchange, to inaugurate a campaign of systematic advertising of the advantages of St. Louis as a grain market, for both cash and option trading, and an appropriation of \$5,000 has been asked for the purpose. The question was brought up before the Board at a recent meeting, and after being discussed at some length was referred to a committee for further consideration, with the object of agreeing upon some definite plan to be presented to the Board later. This committee submitted the idea to different grain men, for their opinion of its practical value, and it met with so much favor that the proposition was unanimously indorsed by the St. Louis Grain Dealers Club at its last meeting, and the members of that organization are so enthusiastic over the idea that they have already subscribed \$1,500 for the purpose of helping the movement along.

MONTANA.

Wibaux, Mont.—Al Davis will erect an eltr.

NEBRASKA.

Gresham, Neb.—Nothing doing here this year.—S. A. Tobey.

Winnebago, Neb.—Swanson & Osborne are scoop-shovel shippers.

Sterling, Neb.—I am operating the eltr. of C. M. Linn.—P. R. Shelly.

Omaha, Neb.—The United Grain Co., capitalized at \$100,000, incorporated.

Prairie Home, Neb.—The Farmers Alliance, F. S. Hall mgr., is a scoop shovel.

Wauneta, Neb.—E. F. Wiley makes a practice of shoveling grain occasionally.

Willow Island, Neb.—Wm. Ralston bot out the Willow Grain Co. last November.

Davey, Neb.—Nye Schneider Fowler Co. has bot the eltr. of Updike Grain Co.

York, Neb.—F. P. Van Wickle has purchased three Sonander Automatic Scales.

Gladstone, Neb.—W. M. Van Buren & Son will make improvements.—W. J. Lowe.

Havelock, Neb.—I have installed a new Avery Automatic Scale in my eltr.—T. C. Davey.

Inavale, Neb.—This place has had a little bother with the scoop shovel man this year.

Cairo, Neb.—We will build a 10,000-bu. addition to our eltr. this season.—Oscar Wells & Co.

Eustis, Neb.—Some changes in building are contemplated if crop looks favorable.—J. M. Sill.

Hadar, Neb.—Farmers are organizing a grain company.—Farmers Grain Co., Norfolk, Neb.

Dix, Neb.—I have succeeded H. L. Chalburg, who is now out of business.—Clarence E. Birt.

Norfolk, Neb.—We expect to build large coal and storage bins this season.—Farmers Grain Co.

Kennard, Neb.—R. E. Roberts recently installed a 9-h. p. gasoline engine in his eltr.—M. C. Grover.

Mitchell, Neb.—Some talk of a farmer's eltr. here next fall.—F. M. Raymond, agt. Aurora Milling Co.

Wausa, Neb.—I have succeeded A. D. McDonald as agt. for the Anchor Grain Co.—Aug. Danielson.

Elk Creek, Neb.—The Central Granaries Co. expects to rebuild its eltr. here this season.—C. B. Page.

Emmet, Neb.—We will make some improvements in our eltr. at this point.—Nye Schneider Fowler Co.

Du Bois, Neb.—F. W. Meier now has possession of the eltr. formerly operated by the Dubois Grain Co.

Octavia, Neb.—The Updike Grain Co. has installed a new Sonander Automatic Scale.—W. O. Mashak, agt.

Cordova, Neb.—The Updike Grain Co. has installed a new Sonander Automatic Scale.—H. V. Gillam, agt.

Monroe, Neb.—W. H. Groves has succeeded J. M. Gleason resigned, as local agt. for the Omaha Eltr. Co.

Hampton, Neb.—The Updike Grain Co. has installed a new Sonander Automatic Scale.—C. J. Carstensen, agt.

Surprise, Neb.—The Updike Co. has installed in its eltr. a new Sonander Automatic Scale.—Agt. U. Grn. Co.

Hebron, Neb.—We will build a new brick grain office, 18x20; and will install a new Invincible Cleaner.—Hebron Grain Co.

Loretto, Neb.—The Nye Schneider Fowler Co. has succeeded the Torpin Grain Co.—Frank Drescal, agt.

Rising City, Neb.—The Trans-Mississippi Grain Co. installed an automatic scale some time ago.—H. Harris.

Thayer, Neb.—Fred Yost is agt. for the Updike Grain Co.—M. G. Koons, agt. Van Wickle Grain & Lumber Co.

Elgin, Neb.—H. Venderheiden will build a 30-bbl. flour mill off the railroad, has no side track.—W. H. Cratty.

Wabash, Neb.—Warren T. Richards has sold out and the eltr. is shut.—H. H. Gerbeling, mgr. Wabash Grain Co.

David City, Neb.—The Imperial Milling Co. will make some improvements and install a Sonander Automatic Scale.

Aldo, Neb.—Conrad Grain Co. will discontinue business here at the end of the grain year, June 30.—W. W. Gallup.

Thompson, Neb.—W. S. Rounds owns both eltrs. here. One man, Aug. Witt is trying to do a scoop-shovel business.

Marquette, Neb.—Farmers are organizing here and at Henderson.—J. W. Shorthill, mgr. Aurora Eltr. Co., Aurora, Neb.

Harbine, Neb.—Wright-Leet Grain Co. of Lincoln, Neb., has bot the State Eltr. Co.'s house at this point.—O. H. Tasche.

Wynot, Neb.—Saunders-Weststrand Co. has increased the capacity of its eltr. to 25,000 bus.—Chas. Nelson, agt. S.-W. Co.

Spencer, Neb.—The Trans-Mississippi Grain Co. has installed a new Richardson Automatic Scale in its eltr.—E. J. Wiese.

Greenwood, Neb.—Farmers have let the contract for a 20,000-bu. eltr. to Geo. H. Birkard.—Foster Grain Co., Lincoln, Neb.

Cambridge, Neb.—The Cambridge Milling Co. has bot the eltr. of C. M. Linn.—P. R. Shelly, agt. C. M. Linn, Sterling, Neb.

Mt. Clare, Neb.—The A. J. Denton Grain Co. has sold out. We have succeeded it.—Bert Harnett, mgr. Harnett Bros.

Central City, Neb.—The Merrick Stock Buyers Ass'n will build a cleaning eltr. here and five country eltrs. at nearby points.

Houston, Neb.—The Updike Grain Co. recently installed a new Sonander Automatic Scale in its eltr. here.—C. A. Tindall, agt.

Bruno, Neb.—A new Sonander Automatic Scale has been installed in the eltr. of the Updike Grain Co.—Joseph Mason, agt.

Dorchester, Neb.—We have installed a 1,000-bu. automatic scale in our eltr.—H. F. Wickenham, mgr. Dorchester Farmers Co-op. Ass'n.

North Bend, Neb.—We expect to build a new eltr. sometime next summer and equip it with improved machinery.—North Bend Grain Co.

Tamora, Neb.—The T. B. Hord Grain Co. is installing a new gas engine in its eltr. and is making some other repairs.—J. B. Hamilton.

Saronville, Neb.—H. Turner is local mgr. for the Updike Grain Co. I succeeded J. G. Lindberg in January, as mgr. of the Saronville Farmers Grain & L. S. Co.—Robert Anderson.

Crowell, Neb.—The Nye Schneider Fowler Co. has bot out the Torpin Grain Co., so there is only one grain firm now doing business at this point.—R. O. Krenk, agt. N. S. F. Co.

Culbertson, Neb.—The Bullard Lumber Co. has installed a Sonander Automatic Scale in its eltr. but will build a new house this summer.

Stoddard, Neb.—Gus Sisson has enlarged his eltr. and has installed new inside machinery with up-to-date dump and bins.—F. A. Sisson.

Plainview, Neb.—H. J. Nelson resigned his position of agt. for the McCaul-Webster Eltr. Co., and I took charge Mar. 1.—Peter Christensen.

Harvard, Neb.—The Nebraska-Iowa Grain Co. installed a new gasoline engine, 8-h. p., and has made several other repairs.—H. P. Trout, agt.

De Witt, Neb.—The Ewart Grain Co. has closed its house at this point and transferred me to Helvey, Neb.—E. L. Cobel, agt. Ewart Grain Co.

Leigh, Neb.—Fred Sixta has charge of the eltr. and coal business the Crowell Lumber & Grain Co. recently bot of the Trans-Mississippi Grain Co.

Orchard, Neb.—I have succeeded J. T. Fletcher as agt. for the Atlas Eltr. Co. He is in business with another man and they track-buy.—W. K. Brooks.

Waverly, Neb.—The Lincoln Grain Co. has just built; capacity of eltr., 15,000 bus. Its old one burned in November.—H. W. Dryden, agt. Central Granaries Co.

Ainsworth, Neb.—We have built a new eltr. of 5,000 bus. capacity in addition to our other one of 20,000 bus. No other eltrs. here.—Excelsior Lumber Co.

Bigspring, Neb.—I am building a 10,000-bu. eltr., first-class in every respect, to be completed inside of 60 days. I will use a gasoline engine.—Frank Dorn.

Red Cloud, Neb.—Both eltrs. here are owned by the Duff Grain Co., Wm. Crabbill, mgr. Our lease has expired on the eltr. we have been operating.—Miner Bros.

Arrapahoe, Neb.—The eltr. of the Hynes Grain Co. has been closed for some months and will not be opened before another crop.—C. S. Fuller, mgr. Farmers Co-op. Ass'n.

Hershey, Neb.—C. F. Iddings intends to remodel his eltr. this summer. The shovel houses here are operated by Leybold & Wickstrum, and W. W. Young, F. A. Ganson, mgr.

Homer, Neb.—The Farmers Co-operative Grain & Eltr. Co. has more than 50 subscribers for stock. The White Eltr. Co. has been organized with a paid-up capital of \$10,000.

Carleton, Neb.—Have put in a No. 33 Barnard & Leas Separator and a new 8-h. p. engine. Have gone into the coal business in connection with grain.—J. M. Marsh & Son.

Superior, Neb.—Guthrie & Co. have succeeded Guthrie Bros. & Co. Besides their eltr. this town has five others, those of Reed & Weir, Elliott & Myers, Nye Schneider Fowler Co., Geo. Scoular and ours.—Bossemeyer Bros., per C. B., Jr.

Crete, Neb.—E. B. Beckel of Hollensburg, Kan., is mgr. for the Ewart Grain Co. in place of L. Dredla, who resigned to take a position as traveling salesman for the Crete Mills. E. Kubicek is mgr. for the Farmers Eltr. Co.—M. J. Wagey.

Helvey, Neb.—The Ewart Grain Co. is installing a new 8-h. p. Howe Gas Engine in its house here. D. R. Helvey, formerly agt. for the company, drew a farm in the Dakota land drawing and will move his family soon.—E. L. Cobel, agt. E. Grn. Co.

Milligan, Neb.—Richard Wilkinson of Lincoln, Neb., is building a 20,000-bu. cribbed house and expects to be ready for the new crop.—W. D. Russell, agt. Lincoln Grain Co.

Western Neb.—We expect to begin building a new plant about Apr. 1, 30x36 ft., up-to-date in all respects; capacity, 25,000 bus.—L. L. Jenkins, agt. W. T. Barstow Grain Co.

Humphrey, Neb.—I have succeeded Frank S. Scherer as agt. here of the Nye Schneider Fowler Co. Mr. Scherer now has charge of the company's station at Spencer.—G. H. Peters.

Scottsburg, Neb.—J. E. Armstrong is building an eltr. with a capacity of 10,000 bus. I am agt. of the Aurora Milling Co. controlled by W. H. Ferguson of Lincoln.—W. H. Price.

Sargent, Neb.—The W. T. Barstow Grain Co., that bot out the line of eltrs. of the Jaques Grain Co., will install a hopper scale in its eltr. here.—J. E. Weber, agt. W. T. B. Grn. Co.

Holmesville, Neb.—Blue Valley Milling Co. has discontinued; it is the Blue Valley Mill & Power Co. now. It is putting in a new dam and will be ready for business about July 1.—Geo. Hunkle.

Allen, Neb.—Neil Jensen has bot the interests of his partner, Mr. Brownell, in the firm of Brownell & Jensen and conducts the business in his own name.—Chas. Lovell, agt. Atlas Eltr. Co.

Bertrand, Neb.—I sold my eltr. here to C. B. Seldomridge of Lincoln, and own a half-interest in the flouring mills.—R. H. Duff Co. I still have my eltrs. at Elwood and Wilcox.—W. M. Bruce.

Brennans sta., Hastings p. o., Neb.—The Farmers Grain & Supply Co. will remodel its eltr. and install a Sonander Automatic Scale. It was decided not to move the two houses together, but to remodel one.

Blair, Neb.—Our eltr. at this point is not on the C. St. P., M. & O. R. R. as erroneously stated in the list of grain eltr. operators of Nebraska, but on the C. & N. W.—Crowell Lumber & Grain Co.

Monroe, Neb.—A local branch of the Winter Wheat Growers Ass'n. has been organized with 25 charter members. It elected Henry Claybourn pres. and E. Jenkinson sec'y, and voted to build an eltr.

Nora, Neb.—John Eberhard, mgr. of the Nora Grain & Coal Co., has gone to Omaha. Henry Wiedeman, formerly of the firm of Stanley & Wiedeman, will manage the eltr. on commission this summer.—Nye Schneider Fowler Co.

Lincoln, Neb.—We have bot the line of 5 eltrs. of Nelson Bros., York, Neb., at Lushton, McCool, Knox, Mapps, and Stromsburg. We have also leased the Worth Eltr. on the C. B. & Q. at York, Neb., formerly operated by Nelson Bros.—Foster Grain Co.

North Bend, Neb.—The North Bend Grain Co., Chas. Haverfield mgr., is run by a farmers' co-operative ass'n. The North Bend Milling Co. does a general milling business and ships its surplus grain.—J. Teeter, sec'y North Bend Milling Co.

Fairbury, Neb.—Our business is retail feed and coal only. We have no eltr. We will rebuild our house that burned Feb. 22 with a 2-story brick; and we may put in small elevating machinery to run with electric power to handle our grain.—Allen & Davis.

Pure Owl Brand Cottonseed Meal
41 per cent Protein Guaranteed
Analysis Registered
Richest Cattle Food yet known.
Write for our booklet and prices.
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The GRAIN DEALERS JOURNAL.

Dwight, Neb.—The Updike Grain Co. has installed a new Sonander Automatic Scale in its eltr. here and the Nye Schneider Fowler Co. is repairing the gasoline engine in its eltr.—J. F. Maixner.

Grant, Neb.—Sells & Rector are the only grain or eltr. people here. Their headquarters are at Holdredge, Neb. They expect to enlarge their eltr. at this point, this season.—J. L. Landes, agt. for S. & R.

Hallam, Neb.—I understand both houses here, Wm. Burk & Co. and the State Eltr. Co. will make some improvement in their eltrs. if crop comes on good.—J. G. Schwartz, agt. Wright Leet Grain Co.

Benedict, Neb.—The Lincoln Grain Co. has bot two eltrs. here, that the Central Granaries Co. recently bot from the Foster Grain Co., and that of H. O. Barber & Son, and now operates but one eltr.—A. Heuston.

Firth, Neb.—Firth Roller Mills have just started again since burning out. They were under the name of Firth Milling & Eltr. Co. They manufacture corn products only. Eltr. capacity, 30,000 bus.—M. H. Wittstruck.

Valparaiso, Neb.—There will be a change in local mgr. for the Nebraska Eltr. Co., but do not know who the new man will be. W. S. Craven, retiring, has been with the company for years.—B. R. B. Weber, Agnew, Neb.

Beaver City, Neb.—I understand that C. M. Linn will put in an engine if the crop warrants so doing, and the Nye Schneider Fowler Co. will do the same on that condition.—S. J. Price, mgr. Farmers Business Ass'n.

Petersburg, Neb.—The Updike Grain Co. has put in a new Sonander Automatic Scale. The Petersburg Eltr. Co. is putting in a 500-bu. hopper scale and a direct loading spout.—Wm. H. Klas, mgr. Petersburg Eltr. Co.

Gordon, Neb.—This is the only firm here fully equipped to handle grain. Farmers, with J. C. Jordan at their head, are attempting to use the scoop shovel to a disadvantage.—T. W. Culbertson, mgr. Nye Schneider Fowler Co.

Carroll, Neb.—The Bagley-Renard Co., headquarters Bloomfield, Neb., came in this year, buying out the 25,000-bu. eltr. of the Carroll Lumber & Grain Co. W. Thomas is their agt., and Ernest Busch is the new agt. for Saunders-Weststrand Co. I am mgr. for the Anchor Grain Co. in place of Guy Manning.—Karl Klausner.

Waterbury, Neb.—Last August the Sioux City Grain & Lbr. Co. of Sioux City Ia. bot the eltr. formerly operated by the Thorpe Eltr. Co. and have done a very gratifying business. They contemplate doing considerable repairing next summer in addition to what they have already done since taking charge of the house.—W. J. McMillen agt.

Lincoln, Neb.—Weights per bu. are prescribed in the bill introduced by Representative Frank Moore of Red Willow County, which has been passed by the legislature and signed by the governor. As amended the weights per bu. are: Barley, 48 lbs.; castor beans, 46; white beans, Irish potatoes, peas, clover seed, wheat and alfalfa, 60 lbs.; buckwheat, 52; ear corn, 70; shelled corn, rye and flaxseed, 56 lbs.; malt, 30; oats, 32; blue grass seed, 14; hungarian, millet and sorghum seed, 50 lbs.; hemp seed, 44; timothy, 45; spelt, 40 lbs.

Broken Bow, Neb.—J. H. Currie is not in the grain business at this point. Rasmus Anderson talks of enlarging his eltr. Farmers are trying to organize; do not know whether they intend to build, buy, or shovel.—C. E. Sheppard, agt. Central Granaries Co.

Liberty, Neb.—The Lincoln Grain Co. will make some improvements in its eltr. this spring and will also install a larger engine. I took charge of this eltr. last June, was formerly with Gregg Bros. Grain Co. of St. Joseph about 20 years.—L. E. Baldwin.

Ponca, Neb.—Sam Bittenbender will retire May 1, and I will take charge of his eltr. for myself. The Anchor Grain Co. will continue under another mgr. We have one shovel operator here, the Farmers Mill & Eltr. Co.—John McQuillen, mgr. Anchor Grn. Co.

Roseland, Neb.—The eltr. of J. H. Pope* was sold to a farmer and moved about 3 miles from Roseland, so there are only 2 eltrs. here now: J. M. Sewell & Co. and the Roseland Grain & Supply Co. The latter is run by the farmers and I am mgr.—M. J. Stoetzel.

York, Neb.—We have closed a deal with the Foster Grain Co. of Lincoln, Neb., for our eltrs. at the following points: Stromsburg, Knox and Mapps or Stromsburg branch of C. B. & Q., York, McCool and Lushton. We gave possession on the 20th.—Nelson Bros.

Eldorado, Neb.—The Trans-Mississippi Grain Co., for which I am agt., and the Updike Grain Co. have both recently installed automatic scales for weighing grain as it is loaded into cars. The Trans-Mississippi eltr. has the Richardson and the Updike has the Sonander.—A. Z. Meegre.

Cortland, Neb.—The newly organized Cortland Farmers Grain & Coal Co. has bot the house of the Omaha Eltr. Co. and has installed J. T. McPherson as mgr. Transfer of the property was made Mar. 16 and the new owners began business the next day. Pres., J. P. Whalen; William Robbins, sec'y. The Central Granaries Co. has installed a Sonander Automatic Scale in its eltr.—C. A. Moore, agt. Cent. Grn. Co.

Lincoln, Neb.—The Gooch Milling & Eltr. Co. has commenced improvements to increase the capacity of its mill from 300 to 600 bbls. per day. It will also build an up-to-date eltr. having a capacity of 100,000 bus. of fireproof concrete construction. Each of its 8 storage tanks will have a capacity of 12,500 bus. Electric motor power will be used. The eltr. and the installation of the extra machinery in the mill will cost about \$50,000.

Lincoln, Neb.—No one but the officeholder seems to want the state grain inspection proposed in the bill introduced in the legislature by Senator Ollis, N. A. Merriam says: "We now have the best system that has been devised; it is uniform with the other grain markets of the country, and perfectly satisfactory in every way. State inspection would give us nothing better than we have now, that is certain; and it would inject politics, which is bad. This is a matter of business, not politics." F. C. Twamley says: "I do not know much about the Ollis bill, but whatever there is in it about state inspection I am against it. We have had state inspection in the past, and it was no good; we now have a system of inspection that is accepted by all of the markets of the country; that is made self-

supporting at the lowest practical figure, without expense to the state, and we do not want any change."

Lincoln, Neb.—The senate as committee of the whole on Mar. 11 agreed to amendments to Tibbets' bill for the taxation of average capital of grain brokers. This is S. F. 301, and is designed to clear up doubt as to the meaning of the present law. It provides: "Every person, company or corporation engaged in the business of buying and selling grain for profit shall be held to be a grain broker, and shall, at the time required by this act, determine under oath the average amount of capital invested in such business for the preceding year, and taxes shall be charged upon such average capital the same as on other property. Real estate and all other tangible property shall be assessed separately. 'Tangible property' shall not apply to or include grain on hand. 'Average capital' shall include all grain purchased during the year whether the same has been sold or is still on hand at the time of assessment."

NEW ENGLAND.

Barnet, Vt.—G. Walker and L. Brock have bot the grain business of Peter Gochee.

Concord, N. H.—The senate has passed the bill prohibiting the operation of bucket-shops.

Rockville, Conn.—Edward White has bot a site and contemplates erecting a grain eltr. in connection with his feed business.

Boston, Mass.—The J. E. Soper Co. has been incorporated to succeed J. E. Soper & Co., to continue the business under the same management. Henry B. Moore, pres.; Walter E. Smith, vice pres.; Edward A. Shepherd, treas. Mr. Soper retired from the firm in 1900.

Boston, Mass.—The decree declaring Louis Canner bankrupt was affirmed Mar. 12 by the U. S. Circuit Court. Canner did business as the Marshall Hay & Grain Co. and made an assignment July 10, and his creditors alleged they were induced to consent to the assignment thru fraudulent representations made by Canner.

NEW JERSEY.

Passaic, N. J.—The Consolidated Hay & Grain Co. incorporated, capital stock, \$50,000; incorporators, C. H. MacDonald, and R. Dawson of Boonton, and G. H. Blake of Harrison.

NEW YORK.

Syracuse, N. Y.—The Syracuse Milling Co. will put in an eltr. and feed mill.

New York, N. Y.—Chas. H. Fox, for some years with Lane & Fox, died recently.

Springville, N. Y.—For underbilling grain shipments Geo. Chesbro, mgr. of the Victor Milling Co., has been fined \$7.50 in the U. S. District Court.

Champlain, N. Y.—The Champlain Milling Co. incorporated to deal in grain. Capital stock, \$5,000; incorporators, John P. Kellas, Lizzie G. Kellas, Malone, N. Y., and Fred J. Clark, Champlain.

New York, N. Y.—To dispose of the valuable real estate of the Produce Exchange a committee of 10 has been appointed. The building is worth several million dollars; and smaller and more suitable quarters could be obtained for so much less as to leave a surplus for distribution.

BUFFALO LETTER.

The Geo. J. Meyer Malting Co. will erect a malt house of brick, concrete and steel, 50x150 ft.

Geo. E. Pierce, mgr. of the Kellogg Eltrs., on Apr. 1 will go to the eltr. of Albert J. Wheeler. He has been succeeded by Godfrey Morgan.

This market is receiving an unusual amount of corn, all of which is grading well. This grain is more active than anything else but prices are none too strong.

Wheat at Buffalo is about 4,000,000 bu. as compared with 2,500,000 bu. in eltr. and afloat here last year. More than 1,000,000 bus. were taken out in the last 10 days.

H. C. Anderson is planning to rebuild his eltr. on the Canadian side of the international bridge, which was destroyed by fire early in the fall. The insurance is still in litigation.

The new mill for the Washburn-Crosby Co. is practically completed, but the installation of the machinery will take several months yet. In the meantime work on the new eltr. is being pushed so as to have it ready for use by the time the new mill is completed.

The local grain trade is very quiet, but dealers are looking forward with a little more hope than they were a few weeks ago and the general opinion seems to be that the next month will see a change for the better. Prices are unsteady and people are not buying unless they have to and then it is generally the policy to offer $\frac{1}{4}$ c to $\frac{1}{2}$ c under the market.

More than the usual activity in the grain fleet is noticed. Practically all of the milling wheat has been placed in eltr. and the remainder, mostly durum, will be moved to New York for export just as soon as the canal opens. Most of the grain fleet has been reloaded with hard coal to store until the opening of navigation when it will be shipped to Northwestern lake docks for storage.

Fire at the Niagara Street Eltr. of the Globe Eltr. Co. did about \$3,000 damage on the morning of Mar 19, and came near causing the death of two firemen by suffocation after they had fallen into one of the bins. At one time the fire, which was said to have been caused by friction of the grain running down a chute into one of the bins, threatened to completely destroy the structure, but was literally drowned out. The loss is covered by insurance.

NORTH DAKOTA.

Blaisdell, N. D.—The Farmers Eltr. Co. has been organized.

Agate, N. D.—The farmers contemplate erecting an eltr.—L. L. Kruchten.

Alfred, N. D.—Farmers talk of building an eltr. this summer.—Frank Boldt.

Hickson, N. D.—H. O. Hallans, formerly with the Baldwin Eltr. Co. has retired.

Hensel, N. D.—The National Eltr. Co. will put in a stone foundation.—J. H. Norman.

Leeds, N. D.—Peter Houser will build a new 30,000-bu. eltr. this summer.—Imperial Eltr. Co.

Ellendale, N. D.—We have not yet decided whether we will rebuild our eltr. burned Feb. 23, or buy another.—Ellendale Milling Co.

Marion, N. D.—The Sullivan Eltr. Co. and C. Christopherson have bot the eltr. of N. J. Olson.

Lidgerwood, N. D.—L. D. Haight has succeeded E. D. Knader, resigned, as agt. for the Osborne-McMillan Eltr. Co.

Duane Sta., Ellendale p. o., N. D.—The Farmers Eltr. Co. has been organized by J. E. Brown, Will Townsend, E. Byers and others.

Elliott, N. D.—The Monarch Eltr. will be closed during the summer months, the agent being transferred to another point.—A. J. Preus, agt.

Berea, N. D.—The Powers Eltr. Co. will rebuild at Berea to take the place of the eltr. burned.—Farmers Co-operative Eltr. Co., Valley City.

Souris, N. D.—The Farmers Eltr. Co. has appointed C. A. Kirkeby mgr. He was formerly local agt. for the St. Anthony & Dak. Eltr. Co.

Lankin, N. D.—Philbrook Eltr. Co. incorporated; capital stock, \$50,000; incorporators: J. H. Verachek, E. H. Philbrook and C. R. Verry.

Anamoose, N. D.—The Farmers Eltr. Co. has been organized, John Birtel business mgr. It will build an eltr. with a capacity of 40,000 bus.

Cogswell, N. D.—The farmers will incorporate an eltr. company with G. H. Noyes, pres.; Chas. Hanson, vice pres.; and Richard McCarten, secy.

Edinburg, N. D.—The Farmers Eltr. Co. has purchased the eltr. of Folsom & Rustan and will take possession May 1 with O. O. Torgerson as mgr.

Carrington, N. D.—The eltr. of Andrews & Gage will be closed in a few days for the season.—Fred Beier, mgr. Hammer-Halvorson-Beier Eltr. Co.

Upham, N. D.—Upham Farmers Eltr. Co. incorporated; capital stock, \$10,000; incorporators: B. T. Benson, J. P. Ebersole, Ingeman Smette, and others.

Bismarck, N. D.—The attorney-general has given an opinion that the legislature cannot appropriate state funds for the acquisition of terminal eltrs. in another state.

Fessenden, N. D.—The C. G. Ireys Eltr. Co. of Minneapolis is contemplating tearing down its old eltr. here and replacing it with an up-to-date, 25,000-bu. eltr.—T. W. Crissman, agt. McMillan Eltr. Co.

Abercrombie, N. D.—C. A. Fitch, mgr. for the Baldwin Eltr. Co. has sold his property in town and taken a position with the same company at Hickson. C. O. Sandvig takes his place.—Baldwin Eltr. Co.

Hankinson, N. D.—Chas. Fritz, the farm hand who attempted blackmail by threatening to burn the eltr. of the Osborn-McMillan Eltr. Co., as related in the Journal Mar. 10, page 315, has been sentenced to 18 months in the penitentiary.

Langdon, N. D.—An unsuccessful attempt was made recently to burn the Cargill Eltr. When Mgr. Walker went to work he found an odor of burning oil and the driveway was full of smoke. He soon found the source of the smoke to be a bunch of oily waste from a car axle. No loss.

Harvey, N. D.—M. Burgett and J. Heil have purchased the eltr. of the Harvey Grain Co. for \$6,900. Hagel & Billigmeier, the former owners, are going to Canada to embark in the eltr. business. Fisher & Gutschmidt, who bot the eltr. of A. Schatz & Son, have let the con-

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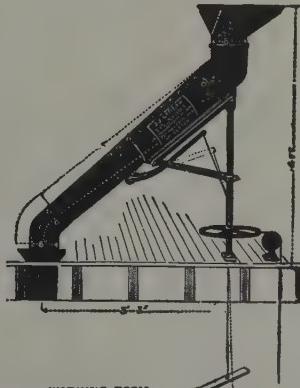
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The GRAIN DEALERS JOURNAL.

tract for a new eltr. of 30,000 bus. capacity. Senger & Co. have given Peter Fetting an interest in their plant and he will have charge while Mr. Senger looks after the implement business he has bot.—G. D. Rusland.

Underwood, N. D.—The eltr. of the Homestead Eltr. Co. burned early in the morning of Mar. 10. The fire is supposed to have started from sparks from fire in another building the previous night, that had smoldered for 24 hours. The eltr. had a capacity of 20,000 bus., and was about half full of grain.

Flora, N. D.—We had planned to enlarge our eltr. during the summer, but the Powers Eltr. Co. and the Great Western Eltr. Co. have bot grain at terminal market prices and even have paid above that, they have paid as high as 4 cents above the farmers eltr. in order to get the business away from it. The farmers were loyal or a large number at least, but we did not get to handle enough and had to buy it at such a small margin that I do not think we will be able to do any building this coming summer.—T. J. Grandsen, mgr. Flora Eltr. Co.

Bismarck, N. D.—Talcott's bill, S. B. 344, requiring shippers to make a record of all grain shipped, died in the committee on warehouses. Peart's bill, making it the duty of the railroad commission to supervise the handling of grain passed both houses with some amendments. H. B. No. 305 requiring the railway commissioners to establish grades of grain and to appoint agents at Duluth and Minneapolis has passed the senate by a vote of 39 to 0. The senate has passed a new seed grain bill. The house killed S. B. 310 for standard forms of grain warehouse receipts.

OHIO.

New Bremen, O.—Lock Two Grain & Milling Co. has increased its capital stock from \$40,000 to \$60,000.

Columbus, O.—The agricultural extension bill, No. 50, by Alsdorf, passed both houses Mar. 6 and became a law.

Portsmouth, O.—J. W. Bannon has bot for \$18,000 the mill of the Portsmouth Cereal Co., which cost \$36,000 to build.

Toledo, O.—The Paddock-Hodge Co. recently received from Jewel, O., a car of white oats weighing 104,590 lbs., breaking some records for size.

Irwin, O.—The firm of Wilson & Townsend has dissolved partnership, Mr. Wilson retiring. I will continue the business.—Howard Townsend.

Williamsport, O.—C. S. Hunsicker recently installed a Western Rolling Screen Cleaner and other equipment furnished by the Union Iron Works.

Kalida, O.—The Kalida Milling & Grain Co. incorporated by J. T. Nartker, Joseph Kremer, W. H. Rower and Clara Z. Rower; capital, \$20,000.

Tontogany, O.—The Farmers Co-operative Eltr. & Supply Co. incorporated; capital, \$15,000; incorporators: W. H. Hannah, Robert Digby and others.

Columbus, O.—The Nickel Plate Railroad has suggested to the Ohio State University that a corn special train be run over its lines, and the offer will be accepted.

Urbana, O.—My warehouse is on the Erie R. R. five miles south of Urbana. The firm name is Woodcock & Evilsizer, successors to E. T. Woodcock.—C. I. Evilsizer.

Columbus, O.—House Bill No. 18, to prevent deception in the baling and selling of hay is said to be impracticable, and is opposed by the Cincinnati Chamber of Commerce.

Bolusville, O.—The firm of Wasserman & Haley, situated a mile and a half south of me, has dissolved partnership and will be managed by Louis Wasserman.—C. I. Evilsizer of Woodcock & Evilsizer, Urbana, O.

A farmers institute special train was run over the lines of the C. H. & D. R. Mar. 23 to 27. Professors from the Ohio State University delivered lectures on corn improvement, soil fertility and stock judging.

Bowling Green, O.—Former Sheriff W. C. Royce, who is engaged in the grain business, recently received a letter from a man at Findlay, O., who says he stole a clothes brush from him 8 years ago, and now wishes to make restitution.

Lyme sta., Bellevue p. o., O.—The eltr. of Smith Bros., recently sold to W. W. Nims, has been bot back at an advanced price by C. D. Smith, one of its former owners, who said he had been connected with it so long he "just couldn't stand it" to see another owner in possession.

West Point sta., Lisbon p. o., O.—Hess Bros., grain dealers of Columbian, are negotiating for the purchase of land on which to build eltrs. The firm buys grain and produce extensively in the southern part of this county and wants to build eltrs. along the line of the Y. & O. R. R.

Leipsic, O.—G. O. Cruikshank has bot the eltr. and grist mill of Geo. W. Schwind. He will abandon the old eltr. on the C. H. & D. and will use its machinery and part of the material in building a new 30,000-bu. eltr. at Hamler, O., on lots he recently purchased. They are well located and have access to both the B. & O. and the D. T. & I.

OKLAHOMA.

Stonewall, Okla.—W. C. Rollow and the Stonewall Trading Co. are scopers.

Oscamea, Okla.—This is a good location for an eltr. J. W. Alheson buys corn.

Lockridge, Okla.—The Johnson Grain Co. has succeeded the Redmond-Downing Grain Co.

Manitou, Okla.—Cole & Willis contemplate building a 20,000-bu. eltr., steam power, this spring.

Ponca City, Okla.—J. S. Hutchins, pres. of the State Grain Dealers Ass'n, and his better half are in Cuba.

Geary, Okla.—E. J. Webb has let the contract for plans and specifications for his new eltr. to J. A. Horn.

Oklahoma City, Okla.—The R. E. Robey Grain Co. has moved its offices from its eltr. site to the new Majestic bldg.

Renfrow, Okla.—Several of the eltrs. in this vicinity have closed for the remainder of the season.—C. H. Boice.

Cherokee, Okla.—I. J. Phillips, formerly of Coalgate, has been appointed general mgr. of the Cherokee Mill & Eltr. Co.

Woodward, Okla.—Prices of broom corn have advanced sharply. O. W. Cox bot 96 bales of broom corn at \$140 per ton.

Chattanooga, Okla.—The Chattanooga Eltr. Co. incorporated; capital stock, \$8,000; directors, G. E. Parkhill, T. G. Shaffer, O. M. Murray, A. J. Laurie and J. F. Jennie.

Wakita, Okla.—F. W. Hippel has sold his eltr. to the Ponca City Milling Co. He will remain here as local mgr. for the new owners.

Mangum, Okla.—The Mangum Mill & Eltr. Co. will make extensive improvements and repairs on its eltr. J. A. Horn will do the work.

Nashville, Okla.—Farmers Grain & Eltr. Co. incorporated; capital stock, \$8,000; J. A. Robinson, pres.; J. J. Gibson, secy.; Ira Swineheart, mgr.

Enid, Okla.—J. Y. Callahan is at the head of the Grain & Stock Growers Ass'n, which has just been organized to do big things in the way of erecting eltrs. at every station and putting up a \$50,000 packing house; but the location of the first eltr. has not been announced.

Hobart, Okla.—The eltr. of the Farmers Union Eltr. Co. burned on the night of Mar. 6. The building was more than half burned when the fire was discovered at 11:30. Loss, \$5,000; fully insured. It had been idle for some months and had not been kept locked. It became a rendezvous for loafers and undesirables of various sorts. The natural result is a pile of ashes and the adjuster's report: "cause unknown."

OREGON.

La Fayette, Ore.—Geo. Kelton of Portland, in connection with local capitalists, expects to build an eltr. and warehouse here.

Gervais, Ore.—From what we learn the Gervais Flour Mill is going to discontinue and move the mill to a new location.—Woodburn Milling Co., Woodburn, Ore.

Pendleton, Ore.—Balfour, Guthrie & Co. have been given the contract to furnish 500,000 sacks to the Inland Grain Growers Ass'n at 6 to 6½ cents per sack.

PENNSYLVANIA.

Philadelphia, Pa.—Bruce Mays a well known grain merchant of Greaser Pa. and an occasional visitor here on 'Change died of tuberculosis at the age of forty.—S.

Harrisburg, Pa.—A bill to regulate the sale of concentrated feedingstuffs has been introduced in the legislature, prohibiting adulteration with oat hulls, ground cobs, peanut hulls or weed seeds.

Philadelphia, Pa.—Since the Marietta, and Wabash railroad lines from the West have cut out the No. 2 diverting charge on shipments coming Eastward, the Pennsylvania route is losing quite a proportion of the grain trade of this vicinity.—S.

Philadelphia, Pa.—After 45 years in the grain and feed business in this city, William J. McMullin has retired to enjoy the fruits of his toil. He has turned over his business to his nephew, David McMullin, Jr. Mr. McMullin is widely known in the grain business. He was a member of the Commercial Exchange. He is also a veteran of the Civil War, having served in the cavalry branch of the service. He has gone to Palm Beach, Fla., for two months, and after his return will go abroad to remain for some time.

SOUTH DAKOTA.

Pierre, S. D.—Isaac Peterson is about to build a grain eltr. here.

Aurora, S. D.—Joseph Daniels is the new mgr. at the eltr. of the Farmers Eltr. Co.

Wolsey, S. D.—The Farmers Co-operative Mill & Eltr. will build an eltr. this spring.

Ethan, S. D.—Mr. Carrollton has succeeded E. Flemming, resigned, as mgr. for the Farmers Eltr. Co.

Wessington, S. D.—The Ostroot Eltr. Co. of Lake Preston will build a new eltr. here. The Younglove Construction Co. will do the work.

Aberdeen, S. D.—J. G. Brady of this place will build an eltr. at the point on the west line of the Milwaukee known as Sitka, no postoffice.

Burbank, S. D.—The Farmers Eltr. Co. of Vermillion has bot the eltr. here, that C. Frederick of Tripp recently purchased from A. A. Truxa.

Lowry, S. D.—Jacob J. Stroble, mgr. of the eltr. and lumber yards of the Hawkeye Eltr. Co., expects to resign and be succeeded by John Figor.

St. Lawrence, S. D.—The Ostroot Eltr. Co. of Lake Preston has let the contract to the Younglove Construction Co. for the erection of an eltr. here.

Winshurst sta., Frederick p. o., S. D.—The eltr. of the Empire Eltr. burned recently. About 4,000 bus. of grain were in the building and a quantity of coal.

White Rock, S. D.—I have moved from Montevideo, Minn., when I was mgr. for the Spencer Eltr. Co., and have taken a position with the Montevideo Roller Mill at this place.—J. H. Lee.

Elk Point, S. D.—We have installed a new 8-h. p. gasoline engine, a new roller feed mill, and have moved our Avery Automatic Scales to the ground floor in our eltr.—Fields & Slaughter Co.

Yankton, S. D.—A seed special train which began its travels Mar. 18 is visiting 30 towns. Among the lecturers on the train is Professor C. Willis of Brookings, the small grain specialist of the state.

Wetonka, S. D.—The eltr. of the Pacific Eltr. Co. burned in the afternoon of Mar. 4. Elmer Baker, the agt., did not know it was on fire until a neighbor telephoned him about it. As the flames broke out in the cupola and the engine had been running about six hours elevating grain, it is thought friction might have been the cause. About 5,000 bus. of grain and 400 50-lb. sacks of flour were in the house. Loss total.

Mina sta., Cortlandt p. o., S. D.—We will build one eltr. at this station and one at Richmond (Aberdeen p. o.). The plans call for 30x30 and 40 ft. cribbing covered with galvanized iron. The base will be constructed of concrete. Concrete will be used for floors and take the place of heavy timbers. The boot-tank or pan will be divided by steel partitions. The engines will be 8-h. p. gasoline. We will install automatic scales. We will do our own construction. The lumber and engines have already been purchased.—H. R. Hasvold, Hasvold Grain Co., Minneapolis, Minn.

Hudson, S. D.—Fire was discovered in the eltr. of the Reliance Eltr. Co. at 7 o'clock in the evening of Mar. 8. That it was of incendiary origin was evidenced by the strong smell of kerosene. The eltr. burned with 5,000 bus. of corn and oats. The firemen saved the next eltr. in the row, that of the Tiedeman Eltr. Co. Six weeks previous to this fire, the first eltr. in the row of five burned, that of the Hunting Eltr. Co., believed to be of incendiary origin. Both these fires started in the bottom near the leg, when

neither had been in operation for a couple of days. Both fires occurred when the wind was from the direction to sweep the flames along the whole row of eltrs. It appears to be some one's intention to destroy them all.—C. E. LaBar, mgr. Farmers Co-op, Eltr. Co.

Pierre, S. D.—Among the bills passed by the legislature are H. B. 20 prohibiting discrimination between towns in the buying of grain by line companies. S. B. 52, requiring railroads to make a statement each year of the sites leased for eltrs., the space, rental and owner's name. S. B. 146, requiring public warehousemen shipping grain to terminals to return the certificate of grade to the agent in charge of the local eltr. that a copy may be delivered to any person interested in the grain. S. B. 227, prescribing a method of fixing the rental value of eltr. sites on rights of way. H. B. 413, to limit the voting power of stockholders in farmers co-operative eltr. companies.

SOUTHEAST.

Bluemont, Va.—The Bluemont Eltr. Co., that had its eltr. and feed store burned in Jan., will rebuild as soon as possible. No contract has been let for the machinery and power plant.

Spartansburg, S. C.—Our company was incorporated Feb. 18, '09. J. W. Bell is pres. and treas.; J. L. Bussey, sec'y. We are overhauling and enlarging our mill and eltr.—Carolina Milling Co.

Suffolk, Va.—The Cooper-Ridick Co. incorporated to deal in grain, hay and fertilizers; capital, \$10,000; minimum capital, \$5,000; incorporators: E. J. Ridick, W. L. Cooper, C. A. Shoop and N. R. Withers.

TENNESSEE.

Joppa, Tenn.—Wm. Akner will install a corn cleaner, and remodel his corn and feed mill.

Johnson City, Tenn.—W. A. Long has bot a site on which to erect a grain and feed warehouse.

Nashville, Tenn.—A. S. McAlexander has bot an interest in the firm of J. H. Wilkes & Co. and has been elected vice pres.

Mohawk, Tenn.—The old firm of Hale & Haun has been dissolved by the death of S. P. Hale and I am its successor.—T. N. Haun.

TEXAS.

Lott, Tex.—The C. L. Trice Grain Co. has filed a certificate of dissolution.

Fort Worth, Tex.—A revised list of members will soon be issued by H. B. Dorsey, sec'y of the Texas Grain Dealers Ass'n.

Fort Worth, Tex.—Complete eltr. equipment for the Texas Mill & Eltr. Co., including eltrs., power shovel, grain cleaner and clippers, has been purchased from the Weller Mfg. Co.

Sec'y Dorsey of the Texas Grain Dealers Ass'n is planning to give every member who attends the next annual meeting a salt sea bath whether they have paid up their dues or not.

Simms, Tex.—The rice eltr. belonging to H. J. Hauck & Co. of Kansas City, Mo., burned Mar. 17. Loss total. Mr. Hauck estimates his loss at \$25,000; insurance \$15,000. About \$3,000 worth of fine rice seed was in the eltr., stored there by rice growers. The eltr. will be rebuilt ready for the coming harvest.

GRAIN TRIERS

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Minneapolis, Minnesota

JOHNSON'S Grain Dryer and Renovator

Serviceable, Economical,
Satisfactory. Write

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Direct To You from our own factory
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Put on the kind of roof that wears.
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WORLD INTEREST IN WHEAT

The investment excitement of 1909 will be in Wheat. The outlook is good for production. "The Wagner Letters" will tell you why. Sent free. Write. Wire. Established 21 years Member Chicago Board of Trade and Chicago Stock Exchange.

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Scales removed and prevented; operating expenses reduced; try it at our expense. Send us sample of your boiler feed water. We'll send proper compound. If you like it pay in 60 days. No cure, no pay.

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Let me furnish you my special Board at
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The original and only successful and reliable machine on the market. The very best money can buy.

The NEW ERA is the Safe Kind

More of these machines sold
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SIDNEY, OHIO

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The GRAIN DEALERS JOURNAL.

Among those refusing to arbitrate differences before the arbitration committee of the Texas Grain Dealers Ass'n are the following: W. P. Leahy, Shreveport, La., E. T. Judd, Pottsboro, Tex., J. E. Spies, Ravenna, Tex., Plano Milling Co., Plano, Tex., Wood-Bryson Co., Houston, Tex., and Madill Grain & Eltr. Co., Madill, Okla.

Austin, Tex.—Circular 3035, Mar. 4 and Circular 3037, Mar. 5, have been issued by the Texas Railroad Commission the former relating to the enforcement of stopping in transit rule 8, and the latter is substituted for Circular 3024 on the change in destination on payment of \$1. Only one charge of destination as provided for by this rule, is authorized, and this rule does not authorize the observance of orders from shippers or consignees for stopping and holding shipments for further instruction or orders, but only such orders as specify the substituted destination.

New members who have recently joined the Texas Grain Dealers Ass'n are Cobb & Elliot Grain Co., of Plainview, Tex. and R. L. Cole Co. of Krum, Tex. The membership of the Brackett-Fielder Mill & Grain Co. has been transferred to its successor, the Sherman Mills & Grain Co., Sherman, Tex., and the membership of John T. Bailey of Galveston has been transferred to the Galveston Wharf Co. On account of a rule of the Kansas City Board of Trade which prevents a member from belonging to a state ass'n the J. Rosenbaum Grain Co. and the Home Grain Co. have been compelled to resign their memberships in the Texas Grain Dealers Ass'n. Application for membership has been made by A. E. Childress & Co., of Temple, Tex., and the Godley Mill & Eltr. Co., of Godley, Tex.

UTAH.

Salt Lake City, Utah.—David Robbins & Co. will erect a grain eltr. of steel and cement to cost \$10,000.

Logan, Utah.—David Andrews, grain buyer at this place for the Smurthwaite Produce Co. of Ogden is charged with a shortage of \$2,200 in his accounts.

WASHINGTON.

Dayton, Wash.—Four cars with barley for Portland were derailed between this place and Whetstone Mar. 10. Two cars were overturned in the wreck.

Spangle, Wash.—The Farmers Union Eltr. & Warehouse Co., inc., capital stock, \$10,000; incorporators, H. W. Green, H. E. Hall, P. Reilly, G. L. Reid and S. L. East, all of Spangle.

Olympia, Wash.—S. B. No. 239 by Cox has passed the legislature and includes weighing as well as inspection of grain. It places the grain inspection office under the state railroad commission.

Spokane, Wash.—Justus K. Smith, pres. of the Washington Grain & Milling Co. is said to have purchased a new site and sold the old location for \$110,000. The new site is on the O. R. & N. tracks.

Wilson Creek, Wash.—The Wilson Creek Union Grain & Trading Co. incorporated, capital stock \$2,500; incorporators, J. C. Oakes, Geo. J. Roschman, A. A. Weaver all of Wilson Creek, and S. J. Klepfer, of Hartline.

Spokane, Wash.—A reduction of 25 cents per ton in the charge for handling wheat has been made by the Everett Grain & Warehouse Co. and the Puget Sound Warehouse Co. Two years ago the charge was increased from 50 to 75 cents.

WISCONSIN.

Stanley, Wis.—Dr. E. F. Burns has bot the eltr. of W. W. Crane & Sons. Frank Wallace will continue as mgr.

Prescott, Wis.—The Prescott Mill, formerly operated by Heckel Bros. has been leased to Harton, Gage & Lovejoy. This exchange is contemplating taking over the output from that mill.—T. Thomson, mgr. Equity Exchange.

Superior, Wis.—A. N. Lent has been elected sec'y of the Superior Board of Trade to succeed J. E. Greenfield, who will devote his attention to the grain commission and land business. Mr. Lent was formerly sec'y. The directors of the Board have recommended H. A. Johnson for reappointment as a member of the Wisconsin Grain & Warehouse Commission.

Antigo, Wis.—The test of the feeding-stuffs law by the millers in the suit of the state against David Goldberg of this place failed, the supreme court dismissing the case after reversing the decision of the lower court and awarding Goldberg costs. The state failed to appear, because the judgment against Goldberg was void, having been a civil action, when under the statute the suit should have been begun as a criminal case.

MILWAUKEE LETTER.

The Wisconsin Feed Co. has retired from business.

The Western Grain Shipping Agency, Wm. B. Sprague, mgr., has engaged in the grain receiving business with offices in the Mitchell bldg.

The Raymond Wirtz Grain Co. has opened an office in the Mitchell bldg. and intends doing a general shipping business in grain and mill feed.

Official announcement has been made of the appointment of W. J. Cavenagh to the position of Contracting Agent of the Milwaukee road, to succeed Geo. E. McKown, resigned.

Judgment has been entered at Minneapolis for \$10,594, in favor of Karger Bros. of Milwaukee, against Jas. B. Orth, in suit decided in favor of the former on notes given by Orth.

August F. Backhaus, some years ago connected with the grain and hop business in this city, and a member of the Milwaukee Chamber of Commerce, died recently at his home in Marshfield, aged 69.

Effective Apr. 26th, all lines running east from Milwaukee, Manitowoc and Chicago, to New York will reduce the through rate on malt from 16.7c per 100 lbs. to 15c. This reduction places Milwaukee on the same basis, on the thru rate, with Minneapolis, which is 22½c to New York.

F. D. Hinkley, chief inspector of grain in Milwaukee, has decided to retire from active business life with the expiration of his present term, after having served in the capacity of inspector for 21 years. He feels that he has earned a rest, and will spend his time between his farm in South Dakota and Milwaukee.

New members of the Chamber of Commerce are Dr. F. A. Stratton, R. H. Hutchings and J. P. Gilfillan, Jr. Application for membership has been made by Anton L. Wirtz, Raymond L. Wirtz and Rölt. W. Dillon. Application for transfer of the memberships of W. J. Langson, deceased, John J. Keller and Henry Anchester has been made.

Special examiner Geo. Brown of the Interstate Commerce Commission conducted hearings in this city on the complaints of the Blodgett Mfg. Co. of Janesville, Wis. and the Milwaukee Falls Chain of Plymouth, Wis., against the Milwaukee road. The complainants charge unjust discrimination in freight rates, claiming that local rates are in excess of through rates.

Rob. Johnson is a prisoner in the county jail charged with using the mails to defraud, having been arrested in Waupaca. Johnson sold potatoes to dealers in various parts of the country. When making up his carloads for shipment he would place on the bottom of the car what is termed "phoney" stock, sprinkling the top and doorway with choice stock.

After going on record as being opposed to all prohibitory legislation and in favor of all reasonable measures for the regulation and betterment of the liquor business, the annual convention of the Wisconsin and upper Michigan Brewers' Ass'n reached its final adjournment. It was brot out at the convention that throughout Wisconsin there are seventy-five communities in which the question of "dry" or "wet," in one form or another is up.

With the slackening up of business usual at this period in the grain world a number of local dealers have turned their attention to their immediate surroundings. The Milwaukee Eltr. Co. has consolidated its forces a little more closely by giving up to other parties two of the rooms formerly connected with its offices and has made a change in the remaining space, partitioning off a part for private office use and for sample room purposes.

Geo. A. Schroeder states that the recent reduction in the proportional rates on malt from Milwaukee to New York is brot about by the lower rate that has been put into effect on malt from Minneapolis to eastern points, placing all lake ports on an equality with Minneapolis, the usual difference of 7½c per 100 lbs. being maintained. The rate was voluntarily put into effect from Minneapolis by the Soo line and the eastern roads from the Lake Michigan ports were induced to meet this competition by accepting the 15c proportion on shipments from all other points.

On his return home from attending the hearing at St. Paul before Judge Clark of the Interstate Commerce Commission on the complaint brot by 47 northwestern millers, Traffic Manager Schroeder of the C. of C. reports that the railroad companies' only defense at the hearing was that the thru rates on flour were established by tramp steamers plying the great lakes and that they were unable to take the initiative in the matter of lowering rates. This is known not to be the situation. At the present time rates on flour are the highest they have been in twenty years, having been advanced steadily, and as a result the center of flour production is being moved eastward, thus destroying the western milling business.

To fully explain to the committee having in charge the Gaylord bill the methods of doing business on the floor of the C. of C., Geo. A. Schroeder, on appointment by the B. of D., attended the hearing held at Madison, during the course of which Senator Gaylord stated it was not his intention to interfere with legitimate transactions, but what he was after was to eliminate gambling in all its various forms. After a three hour session

he acknowledged that his bill did not cover precisely what he intended it should and agreed to withdraw same. At some future time he will introduce a new bill more in line with his ideas, and one that will not interfere with the legitimate trading either in options or cash grains and stocks.

WYOMING.

Cheyenne, Wyo.—The Winkleman bill for a railroad commission has been killed in the house.

Cody, Wyo.—W. C. Phillips has confessed to systematic thefts of grain from his employer, the Cody Trading Co., and has been sentenced to pay a fine of \$75 and to serve 30 days in jail.

Meade County, Kansas, Elevator.

Fowler, Kan., is the home of an ex-pedagog who spent the early part of his life in teaching young people High School lessons. J. B. McClure, now proprietor of the Fowler Elevator, decided early in his school life that he wanted to make some money, and after reviewing the different vocations which lured him he concluded the grain business was a most honorable and interesting business, and embarked therein with the elevator illustrated herewith to aid him in securing grain from producer, for forwarding to consumers.

This elevator is located on the C. R. I. & P. about 25 miles from the Oklahoma line, and is in the heart of a great wheat producing district. With the warehouse shown at the rear of the elevator the plant has storage for 30,000 bus. of grain. It is modernly equipped and in addition to the grain business the company handles seeds, alfalfa, flour, feed, grain and coal.

The machinery equipment includes a Monitor Separator, one double dump with two stands of elevators, hopper scales, mill, and a gas engine. During the busy season of the year both dumps are kept busy, and the Boss Car Loader is in danger of a hot box from overwork.

Wheat grain, wheat flour, cracked wheat or semola is admitted into Venezuela, subject to a duty of 4.82c per 2.2 lbs.



Fowler Elevator Co.'s Elevator at Fowler, Kan.

A Gasoline Tester.

Gasoline for engine fuel has certain definite limits of specific gravity, above or below which the oil is of less value.

For practical purposes it is not necessary to know the exact degree Beaume as indicated by a hydrometer. These conditions made it possible to design the simple tester illustrated in the engraving herewith.

A glass tube contains three balls col-



Gasoline Tester.

ored red, white and blue, each ball having a different weight, accurately made to sink or float in gasoline of different specific gravity. If the oil is light all the balls will sink, if it is heavy all will float, if somewhat light two will sink and one float as in the engraving.

The tester is dropped into the tank, barrel or can and the fluid enters thru a $\frac{1}{4}$ -inch hole. It is practically impossible for the user to make an error in noting the position of the balls, and one whose sight is hardly keen enough to read the graduations on an hydrometer could use this instrument.

Grain warehouse owners in Calcutta are compelled by law to floor their warehouses with concrete to prevent ingress of rats.

An echo of the "bean trust" attempted in Cleveland two years ago was heard in court there recently when A. Shaw was given a judgment for salary against J. W. Moore, one of the organizers of the "corner." The promoters who started the scheme hoped to purchase all the elevators buying beans in New York and Michigan; they succeeded in securing a few options but money failed to come forth for the project. They were cornered by their own machine.



Cover's Dust Protector
Rubber Protector \$2.00
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.
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Steel Roofing, Corrugated Iron, Etc.



We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

SYKES STEEL ROOFING CO., Chicago, Ill.

Seeds

Drexel, Mo.—Clover has been damaged by freezing.—Harvey Reed.

South Dakota railroads carry seed at half rates from Jan. 1 to July 1 each year.

The Ratekin Seed Co., of Shenandoah, Ia., will erect a fireproof seed house costing \$40,000.

The Albert Dickinson Co., seed dealers, Chicago, will erect a new building to cost \$600,000.

The Binghamton Seed Co. has engaged in the seed and implement business at Binghamton, N. Y.

The Ebbert Seed Co. has been incorporated at Denver, Colo., by A. W. Cowager, H. Van Buskirk and R. S. Beall of Rocky Ford.

The appropriation for the free seed distribution by congressmen this year is \$350,000, a greater sum than ever before. Weeds!

A catalog in English illustrating and pricing several varieties of grass seeds is being sent out by Conrad Appel, Darmstadt, Germany.

The seed bill pending before the Texas Legislature failed to pass and is dead for two years at least.—H. B. Dorsey, sec'y Texas Grain Dealers Ass'n.

The paragraf on March shipments of clover seed, in this column Mar. 10, was written by C. A. King & Co. and erroneously credited to another firm.

Geo. D. Karnser of Fayette County, Kentucky, has been appointed by the federal government seed inslector for that state and will watch for adulterated seeds.

The Maine and the Vermont experiment stations have called attention to the danger of disseminating weeds thru the use of feeding stuffs containing weed seeds.

Salt Lake City, Utah.—We have no alfalfa seed that we can offer to go away from home this season, as we have difficulty getting enough for home use.—Sam Williamson & Son.

A pure seed bill has been introduced in the Minnesota legislature by Representative Mork as H. F. 605. It defines purity, prohibits adulteration, and provides for labeling, sampling and analysis.

Representative Stuart has introduced a bill, H. F. 861, requiring labeling of packages of seeds and ginseng root from foreign countries. It has been referred to the committee on commerce and retail trade.

Weights per bushel are provided for in a bill passed by the Nebraska legislature, as follows: spelt, 40 lbs.; blue grass seed, 14 lbs.; clover, 60 lbs.; flaxseed, 56 lbs.; hemp, 44 lbs.; timothy, 45 lbs.; hungarian, millet and sorghum seed, 50 lbs.

The demand at Toledo for cash clover seed continues as good as the past three months. Off grades selling just as close to Prime as ever. It is then a question how long will present demand continue, and if good enough to offset current receipts. If stocks do not increase materially next four weeks present stocks probably won't prove burdensome, or the buying of October may be large enough to absorb it. There is still some Prime

to be delivered on March contracts. Considering the amount here one would think it all would have been delivered the first day. Evidently a portion has been shipped out as off grades have been known to be scarce.—J. F. Zahm & Co.

Detroit, Mich.—Clover and other field seeds are showing more activity as spring advances. Prices will be about the same as last season. There is an increasing demand for alsike clover because of the failure of other varieties to produce a good crop.—B.

A hearing on pure seed legislation was given seed dealers Mar. 10 by the committee on agriculture of the Missouri House. The dealers protested that the proposed laws would drive them out of business. Among the bills in the house are No. 664 by Lindsey, and 670 by Calkins, requiring the purity of seeds to be guaranteed.

Montezuma, O., Mar. 20.—It looks now like we are not going to have much of a clover seed crop this year. Farmers report it frozen out so it will never get started again. Alsike clover fields look fine. This is a good country for seed, but we believe we will not have 1/5 the supply to handle that we had last year.—Walker & Klosterman.

An Illinois seed dealer writes C. A. King & Co.: "In this section spring sown clover is in perfect condition. Writer was over a number of fields and found plant not winter-killed, but started splendidly. Even a lot of the old clover is full of life. We had same sort of weather here they had in Indiana and Ohio, and the same sort of winter. Farmers were rather free sellers at the decline, although a good many are waiting for higher prices or holding over."

Toledo received during the week ending Mar. 20 3,482 bags of clover seed and shipped 4,788 bags, against 3,430 bags received and 2,042 bags shipped during the corresponding week of 1908. For the season to date receipts have been 130,956 bags and the shipments 99,079 bags; against 26,935 bags received and 25,099 bags shipped during the corresponding period of the preceding season. Alsike receipts for the season have been 8,260 bags, against 3,890 for the corresponding period of the preceding season.

London, Eng.—Bristol Fair is now due and with it the actual consumptive seed-sowing demand opens. Usually this demand is anticipated and filled months ahead, but this year is to be an exception. Fine qualities still scarce. French reds have universally had the pick of the trade. Prices always reasonable and choice grades are getting as scarce as English. Good stocks American and Chilian available at reasonable prices when wanted. Alsike steady, with stocks light, but demand slow.—*Corn Circular*.

The Supreme Court of Florida on Feb. 11 affirmed the decision by the circuit court of Alachua County against Vaughan's Seed Store and in favor of J. D. Stringfellow, a grower who was given judgment for \$950 damages, altho the seeds were not guaranteed in any way, the sack containing the following disclaimer: "We give no warranty, express or implied, as to description, quality, productiveness or any other matter of any seeds, bulbs or plants we send out and we will not be in any way responsible for the crop. If the purchaser does not accept the goods on these terms, they are at once to be returned." Vaughan's Seed Store. The buyer denied that the

sack contained such piece of paper. The notice on the acceptance of the order that the seed was not warranted also went for naught. The bill for the seed also contained the statement that no complaint would be entertained unless made within 5 days after receipt of goods. Under this decision it would seem that the dealer is practically without protection.

Our exports of seeds during the 7 months prior to Feb. 1 included 10,022,000 lbs. clover seed, 13,993,000 lbs. timothy seed, other grass seeds valued at \$382,000 and 880,000 bus. flaxseed; against 1,978,900 lbs. clover seed, 15,451,000 lbs. timothy seed, other grass seeds valued at \$392,000 and 4,224,000 bus. of flaxseed during the corresponding period of 1907-8. Imports of clover seed for the 7 months were 6,780,000 lbs. against 12,868,000 lbs. for the corresponding period of 1907-8, as reported by O. P. Austin, chief of the Bureau of Statistics.

Chicago received during the week ending Mar. 20 1,325,261 lbs. timothy seed, 263,000 lbs. clover seed, 201,000 lbs. other grass seeds and 21,000 bus. flaxseed; against 1,018,660 lbs. timothy seed, 302,000 lbs. clover seed, 402,500 lbs. other grass seeds and 42,000 bus. flaxseed during the corresponding week of 1908. Shipments for the week have been 695,700 lbs. timothy seed, 234,000 lbs. clover seed, 2,180,900 lbs. other grass seeds and 2,000 bus. of flaxseed; against 967,400 lbs. timothy seed, 127,680 lbs. clover seed, 1,505,400 lbs. other grass seeds and 20,100 bus. flaxseed, during the corresponding week of last year.

Recently a Rocky Ford dealer sold to a large seedsman of the east 1,200 pounds of cantaloupe seed for \$1,200, and the purchaser received good value for his money. In another case an eastern seedsman offered \$700 for 1,000 pounds of cantaloupe seed, but the offer was refused by the Rocky Ford dealer. But the United States government, it is reported to the *Chieftain*, pays for the Rocky Ford seed for free distribution, the magnificent price of ten cents a pound, and what it gets for that price corresponds with what it pays. The best thing to do with the government free seeds is to throw them into the fire.—*Pueblo Chieftain*.

Speculation in clover seed continues quiet. Fresh bulls are favoring the new crop futures. Tired longs are supplying the fresh cash demand. There are many who are undecided. Some will let go, while others may carry over to another season. Clover seed is not entirely a domestic proposition. Prospect abroad, Chili, Europe and Canada, must be considered. This is the first year in several that we have had any surplus for export. Most recent seasons we have imported freely. The price looks low. Near future will continue to depend mostly upon the freedom with which farmers and dealers let go. There will be a surplus to carry over.—C. A. King & Co.

Nothing risked, nothing won. Some say they never speculate. They may be sincere, but many who think they don't, take more chances than others who confess that they have ambitious money. Speculation is not a sure cure for poverty, but it is often a good tonic. Spring is generally a good time to try a tonic. Some take a patent medicine, especially in the dry states. Better try grain or clover seed.—C. A. King & Co.

Supply Trade

The Standard Clutch Mfg. Co. has placed the Lucas Keyless Jaw Clutch on the market.

The Huntley Mfg. Co. has completed a new office in Silver Creek, N. Y., adjacent to its plant.

The Union Iron Works announces the death of its president, Mr. James Milliken at Orlando, Fla., Tuesday, the second of March.

The American Diesel Engine Co., New York, has passed into the hands of a receiver. Liabilities \$336,126 nominal assets \$274,271.

William E. Smith & Co. have been appointed Chicago representatives of the Winters-Coleman Scale Co. for the "Sonder" automatic scale.

The American Grain Scale Co. Blackwell, Okla., has been incorporated with capital of \$30,000 by A. G. Barrett, Wm. Vickery and R. C. Brown.

The Ellis Drier Co. is building a drier at the plant of the Albert Dickinson Co. which was partially destroyed by fire recently. The drier will be used for conditioning seeds subjected to water during the fire.

The Anheuser-Busch Brewing Ass'n of St. Louis is offering a prize of \$250 for the best plan of conveying wet mash, from mash tanks to its grain drying house, 1700 ft. away. Reports and specifications are to be submitted by Apr. 1.

Advertising creates many a new business; enlarges many an old business; preserves many a large business; revives many a dull business; rescues many a lost business; saves many a failing business; secure success in any business.

Moulton & Evans have taken over the country elevator building business of the Barnett & Record Co., and have opened an office in the Corn Exchange building, Minneapolis. The firm will do country elevator contracting and building.

"To him that asks shall be given" is a truth with a great following these days. To be is not enough. If one would forge ahead it is necessary not only to be, but to be known, and the way to be known, is in some fashion or other to advertise. —*Atlantic Monthly*.

Mann & Ward, agents for the Arnold Dryer-Bleacher have issued an illustrated catalog with a title page heading, "New profits for grain men \$30 an hour for you." This catalog describing the system in detail may be secured by writing to the agents, First National Bank Bldg., Chicago.

The Payne tariff bill pending in Congress provides among many things, for counteracting the condition resulting from patent laws now existing in Great Britain which forces American patentees to manufacture articles within Great Britain, for sale in that country. The bill applies the same rule to patents taken out in this country by aliens. It may become a part of the law.

A scaling boiler increases fuel cost, decreases efficiency, and makes explosion liable. Engineers seek to prevent this by blowing out boiler frequently, cleaning it and otherwise taking care of boiler. Many brands of boiler compounds for preventing scales have been manufactured,

and some have been found wanting. Among those said to have stood the test of time and service is the "International" manufactured by the International Boiler Compound Co., Chicago. Dr. A. M. Kincaid who is the president of the company has had years of experience in making boiler compounds, and he thoroly understands the medication of water for boiler purposes. His patrons are requested to send samples of boiler feed water for analyses without cost so that proper ingredients may be mixed for curing the water of scale properties. This scientific method has proved most satisfactory.

Refunding of Stamps Affixed to Foreign Bills of Exchange.

Under the act approved Feb. 1, 1909, providing "That the Secretary of the Treasury be authorized to pay to the persons or corporations who have, prior to July 1, 1904, duly presented their respective claims therefor, the sums paid for documentary stamps used on foreign bills of exchange drawn between July 1, 1898, and June 30, 1901, against the value of products or merchandise actually exported to foreign countries, such stamps representing taxes which were illegally assessed and collected, said refund to be made whether said stamp taxes were paid under protest or duress or not," the Treasury has recently promulgated the following regulations:

Claims now on file in the office of the Commissioner of Internal Revenue for the refunding of amounts paid for stamps affixed to foreign bills of exchange, which were properly prepared and presented within the time prescribed by the act, are hereby reopened and will be returned to the respective collectors of internal revenue in whose office they were formerly filed.

All claims must have been executed by the person, firm, or corporation who actually paid for the stamps affixed to the foreign bills of exchange, or by an agent or legal representative of such person.

It will be necessary for the claimant to show from whom the stamps were purchased and the amount actually paid. If purchased from a collector of internal revenue, his certificate as to the date and amount of the purchase by the claimant should be attached to the claim, and if purchased from a dealer in stamps his certificate as to the sale to the claimant and a certificate of a collector as to the sale to the dealer, or other satisfactory evidence of purchase and use, must be furnished.

The claim must be accompanied by a schedule giving the respective number, dates, and amounts of the foreign bills of exchange to which the stamps were affixed, the drawer, and purchaser or payor of the exchange, the value of documentary stamps affixed to the bills, the articles shipped, the port from which shipped, destination, and the names of the vessels or lines upon which shipments were made, together with an affidavit of the claimant that all the statements contained in the schedule are true, and that the value of the tax-paid bills of exchange on which the claim was made did not exceed the value of the products or merchandise exported.

We like very much the idea of dealers reporting cars leaking in transit and have been looking out for same, but have not noticed any at this station.—Chamberlain & Co., Beverly, Kan.

Dust Separators

The Best in the Business because it is scientifically proportioned and will lay finer dust than any other machine made.

We have had years of experience in this business and we will be glad to help you solve your dust-collecting problem.

CINCINNATI
EXHAUST & BLOW PIPE CO.
324-30 W. 3rd St., Cincinnati, O.



CYCLONE BLOW PIPE CO.

IMPROVED

Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping.

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plan. Supplemental systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low Speed Systems.

70-86
West Jackson Boul.
CHICAGO, ILL.

(Patented)

"The 1905 Cyclone is from 39% to 27% more efficient than the old Cyclone, considering both power consumed and quantity of air discharged."

THE MEC'L ENG. DEPT.
University of Michigan.



The

"New Cyclone 1905"

Manufactured Exclusively by

The Knickerbocker Co.
Jackson, Mich.

Grain Carriers

Lake navigation is not expected to open before the last half of April.

Shippers of Kansas City are becoming interested in the Missouri River boat line.

The New York Central Lines this year will purchase 71 locomotives and 5450 freight cars.

The Wichita, Kinsley & Denver Air Line has been surveyed east and west thru Pretty Prairie, Kan.

Lake and rail rates in force at the close of navigation have been made effective from Duluth Mar. 18 by the Western Trunk Line Ass'n.

A modification of the uniform B/L known as the standard B/L will be put into effect Apr. 1 by the Southern Railway and the L. & N. R. R.

For misrouting a shipment of kafir corn between Cashion, Okla., and St. Louis, Mo., the Santa Fe has been ordered to refund \$33.49 to the Union Grain Co.

The golden spike signifying the completion of the transcontinental line of the Chicago, Milwaukee & St. Paul Railroad will be driven Apr. 2 at Gold Creek.

On wheat from Fort William to Montreal the Canadian vessel owners ask 6c per bu. while the United States vessels ask 5c from Duluth to Montreal, and the latter guarantee full outturn.

The Quaker Oats Co. and the Canadian Pacific Ry. have been indicted in the Vermont district court on 21 counts for rebating, consisting of free transportation of grain products from Richford, Vt., to Boston, Mass.

Suits against the Union Pacific Railroad Co. to enforce the reparation of the Interstate Commerce Commission have been brot by the Updike Grain Co., the Nebraska-Iowa Grain Co. and the Crowell Lumber & Grain Co.

In consideration of the payment of a higher rate the Interstate Commerce Commission has ordered the lake and rail carriers to incorporate in their tariffs a provision giving protection equal to marine insurance, and protection at the docks for 48 hours.

The first section of the Canadian Pacific's grain route from Victoria Harbor to Montreal will be completed from Montreal to Smith's Falls by Sept. 1. The road is practically level all the way and the distance between Victoria Harbor and Montreal is 338 miles.

In complaints for the recovery of damages caused by unreasonable or unduly discriminatory rates, the cause of action accrues when the payment is made; in any other complaints for recovery of damages for alleged violations of the act of which this commission has jurisdiction, the cause of action accrues when the carrier does the unlawful act or fails to do what the law requires.—Decision by Interstate Commerce Commission.

Upon an informal complaint that cars were delayed in transit and delivered by a carrier in such number as to exceed the shipper's facilities for unloading within the free time, Held, That tariffs ought to contain a rule providing that when, by fault of the carrier, cars are bunched in excess of the shipper's or consignee's ability to handle them within the free time, demurrage will not accrue. In the ab-

sence of such a rule the Commission can determine the reasonableness of such a practice only upon complaint filed.—Recent informal conference ruling by I. C. Commission.

Where a carrier has established a tariff provision in conformity with the Commission's rule with respect to the payment by carriers of the cost of grain doors, and it appears that prior to the publication of such a tariff it had been the practice of the carrier to pay for grain doors furnished by shippers, Held, That applications may be made on the special reparation docket for authority to refund on the basis of the tariff provision for grain doors furnished within six months prior to the effective date of the tariff rule.—Recent informal conference ruling by I. C. Commission.

The Public Service Commission of New York has been making a record for efficiency that should make it a model for the railroad commissions of other states. The commission has built up an elaborate tariff bureau, with a system of indexes, which renders it possible for that body to furnish to inquirers the rate on any commodity or article or class of articles from any shipping point to all others in the state, with comparative rates on different routes, if more than one routing is desired. The Commission is determined to rectify the present practice of quoting a lower rate in error and subsequently collecting the higher rate.

Minimum carload weights when arbitrarily placed above the actual capacity of a car cannot be enforced, is the decision by the Interstate Commerce Commission Mar. 8 in the case of the J. Rosenbaum Grain Co. against the M. K. & T. Ry Co., which collected 18½ cents per 100 lbs. on 60,000 lbs. of wheat shipped from Kansas City, Kan., to Galveston, Tex., for export, which was 5,000 lbs. more than the maximum loading capacity of the car. Complainant was granted \$9.25 reparation, and the Commission declared "the tariff provision of the defendants prescribing a minimum weight on all shipments of wheat for export from Kansas City to Galveston is unreasonable and unjust, and is in direct conflict with the administrative rulings of this Commission."

Movement of Grain by Lake.

Domestic grain shipments by lake during the past season aggregated 111,213,910 bus., of which 57,754,183 bus. constituted wheat; 22,546,795 bus. corn; 15,701,406 bus. oats; 13,516,156 bus. barley, and 1,695,370 bus. rye. The total 1908 grain movement by lake shows a 22.8 per cent decrease from the 1907 total. The largest relative loss of almost 50 per cent is shown in the shipments of corn. The lake movement of oats declined about 24 per cent, while shipments of other grains likewise show perceptible decreases as compared with 1907 totals.

Of the total domestic lake shipments of wheat during the year 1908 about three-quarters are credited to Duluth-Superior, and the total shipments for the year from those two ports, about 43½ million bushels, presents but a small decline from the 1907 total. Milwaukee increased its shipments from 2,883,116 bu. in 1907 to 4,187,973 bu. for the 1908 season. The decline in the total is due entirely to the large loss in domestic shipments from Chicago from 14,448,231 bu. in 1907 to 8,865,197 bu. in 1908.

About 88 per cent of the wheat receipts is credited to the port of Buffalo, while the only other ports showing receipts in excess of one million bu. for the year were Chicago, Detroit, and Erie.

About 21,400,000 bushels of corn, or about 95 per cent of the total domestic shipments for the year proceeded from Chicago; Milwaukee being the only other port which shipped a quantity in excess of one million bushels, as reported by O. P. Austin, Chief of the Bureau of Statistics.

Grain Crops Carried by Rail.

The Interstate Commerce Commission compiles from returns of individual railroads the tonnage of various classes of commodities carried by rail. The mean tonnage of grain (that of each different kind not being separately shown by the report of the Commission) during the seven fiscal years ending June 30, 1907, was 30.4 per cent of the combined production of corn, wheat, oats, barley, rye and buckwheat for 1901-1906. The weight of the last three crops, included in the report of the railroads, but not in the Bureau's estimate, constitutes only a small fraction of the total grain production. The tonnage carried by rail as shown in the following statement consists of original shipments only, so that each shipment is counted only once.

For the seven production years ending with 1906, the mean annual percentage of the crop shipped out of the county where grown, as estimated by this Bureau, was 28.7 per cent. This does not include shipments made by rail between points within a county.

This is a substantial confirmation of the substantial accuracy of the annual March estimates of the Bureau of Statistics, Department of Agriculture, as to the quantity and percentage of the corn, wheat, and oat crops of the preceding year shipped out of the county where grown.

Corn, wheat, oats, rye, barley, and buckwheat.

Carried by rail, year beginning July 1.

	Production.*	Total.*	Per ct.
	Tons.	Tons.	
1900.....	89,843	29,467	.32
1901.....	80,679	26,354	.32
1902.....	111,055	30,188	.27
1903.....	101,696	30,493	.30
1904.....	104,407	30,906	.29
1905.....	116,248	35,856	.30
1906.....	125,000	36,715	.29

Mean, 7 years..... 30

*000 omitted.

Corn, wheat, and oats.
Shipped out of country where grown.

	Production.*	Total.*	Per ct.
	Tons.	Tons.	
1900.....	87,556	25,722	.29
1901.....	76,473	17,766	.23
1902.....	106,570	31,396	.29
1903.....	91,517	26,427	.28
1904.....	99,975	28,721	.28
1905.....	111,865	35,640	.31
1906.....	119,464	36,104	.30

Mean, 7 years..... 28

*000 omitted.

All doors in cars of 60,000 lbs. or greater capacity should be doubled and three perpendicular cleats nailed on the outside of the door. This will prevent weak boards in the door from pulling away from the cleats. Many shippers are using old sacks and cheese cloth on the inside of temporary doors and report that the find it a good investment. At present prices of all grains three or four bushels per car will purchase a lot of material.—Sec'y E. J. Smilev.

Kansas City Denied Competitive Rate to Galveston.

A year ago grain dealers at Pratt, Kan., and other points petitioned the Interstate Commerce Commission to reduce the rates on grain from interior Kansas points to Galveston. A reduction of 4½ cents was ordered from Wichita to the Gulf, and Kansas City no longer was the primary market for Kansas grain. For each 50 miles from Wichita the rate was made ½ cent higher. This made reductions from Kansas points to the Gulf from ½ to 6 cents.

Complaint was made by the Kansas City Transportation Bureau that this rate adjustment was unjust and unduly discriminated against the Kansas City market. It was alleged that thru rates from points of origin to destination in Texas and to the gulf ports for export, which are less than the combination on Kansas City, have the effect of diverting the grain from the Kansas City market, to the injury of complainants. No attack was made upon the reasonableness of any rates in and of themselves.

The Missouri Pacific is the only one of the trunk lines reaching from the grain fields to the southwest and gulf ports which necessarily hauls the grain from northern Kansas points of origin thru Kansas City to Texas points and the gulf. This line in fact equalizes its thru rates and the Kansas City combinations thru a transit privilege at Kansas City. Complainants allege that this privilege is of little value to them because under it they cannot determine exactly the value of the grain until they know where it will go from Kansas City. Presumably the privilege is of the same value at Kansas City that it would be at any other similar point.

The Santa Fe lines can and do, under the existing arrangement, haul the grain direct from northern Kansas points of origin to Texas points and gulf ports thru Strong City, which is nearly 150 miles west of Kansas City. In order to take this grain over its own lines to Texas or the gulf via Kansas City, it would be necessary to haul it from Strong City to Kansas City and back again, a total of nearly 300 miles out of line haul.

The Rock Island lines are able to, and do, under the present rate adjustment, haul grain from northern Kansas points of origin direct to Texas points and gulf ports through McFarland, Kan., a junction point of their own lines, approximately 100 miles west of Kansas City, and to haul this grain thru Kansas City and to the gulf over their own lines would necessitate an out-of-line haul of almost 200 miles, McFarland to Kansas City and back again.

It is suggested that, inasmuch as the Santa Fe and the Rock Island lines are parties to the proportional rates from Kansas City to the gulf and to Texas points they should bring this grain to Kansas City and there take their chances of getting the haul from Kansas City or of surrendering it to some other line for further transportation. To this the carriers reply that they originate this grain on their own lines, that they have their own lines to Texas and the gulf, and that therefore they have a right to haul it via that route which is most advantageous to them, provided they give to the shippers proper service and reasonable rates.

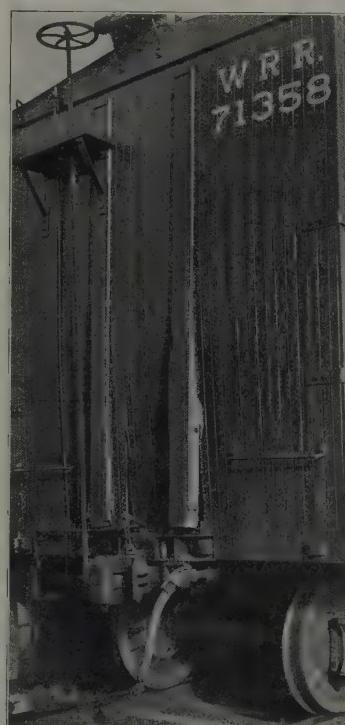
"If the rates herein questioned involved

the ability of Kansas City to sell grain in competition with another similar market trading under similar conditions, an element of discrimination might be found which it would be proper to remedy. That, however, is not the case," said Interstate Commerce Commissioner Clark. "It cannot be said that moving the grain over direct, shorter, and more economical routes which give the long haul to the carriers upon whose lines it originates, at rates lower than would apply if it were hauled thru Kansas City, unjustly discriminates against Kansas City as compared with any other city or interests similarly situated, and it follows that upon the whole record the complaint must be dismissed."

Car Weakened by Shifting Lumber.

Many shortages in grain shipments are traced directly to weak cars which have been damaged in wreck or strained by over-loading. Others are weakened as the direct result of rough handling when loaded with heavy freight. The car illustrated herewith is a new car of large capacity unloaded at lumber yard near Grand Crossing Elevator, Chicago, Feb. 24, 1909.

Through rough handling of car in switching the lumber loaded in it, had shifted and knocked out both end posts. While it would be comparatively an easy matter to force the posts back in position, it would be very difficult to keep them there when the car is heavily loaded with grain. It seems that the railroads do not increase the strength of the larger cars in the needed proportion to withstand the stress to which they are so frequently subjected.



Car Damaged by Shifting Lumber.

CONDITIONERS and DRIERS FOR Small Elevators

We have recently placed on the market a line of small machines for drying and cooling, suitable for small elevators and warehouses.

These machines embody the well known ELLIS PATENTS.

They are compact and may be placed in the elevator, requiring very little floor space.

They may be had in three different styles wood, composite or steel, and of any capacity.

They use nothing but cold air and therefore do not affect the insurance rate.

They are absolutely the fastest working machines on the market.

The cost is low and well within the reach of every small elevator in the country.

Drop us a line and we will mail you full information.

The Ellis Drier Co.
Postal Telegraph Bldg., Chicago

Supreme Court Decisions

Rental Agent Not Entitled to Landlord's Lien.—A mere rental agent for the owners of land is not entitled to a lien on the crops for advancements made to a subtenant.—*McDaniel v. Cain*. Supreme Court of Alabama. 48 South. 52.

Impeachment of Arbitration Award.—Testimony of arbitrators as to what transpired in the hearing and deliberation will not be received to impeach the award.—*City of Eau Claire v. Eau Claire Water Co.* Supreme Court of Wisconsin. 119 N. W. 555.

Damages for Delivery of Inferior Oats.—The buyer's measure of damages for the delivery of an inferior quality of oats is the difference in the value of the oats delivered and the price paid.—*Browne v. Allen*. Court of Civil Appeals of Texas. 116 S. W. 133.

Demurrage.—A reasonable charge may be imposed by carriers by rail on consignees, independent of statute or express contract, for the detention of cars beyond a reasonable time.—*Erie R. Co. v. Waite*. Supreme Court of New York. 114 N. Y. Supp. 1115.

Limitation of Carrier's Liability.—Assent by a shipper to a stipulation in a B/L limiting the carrier's liability will be presumed from his signature of the stipulation, in the absence of fraud or imposition.—*Paker v. Atlantic Coast Line R. Co.* Supreme Court of South Carolina. 63 S. E. 611.

Measure of Damages for Breach of Contract.—That a buyer tried to buy particular goods sold and not delivered in the open market, but found that none could be had, took his measure of damages out of the general rule.—*Schwartz v. Morris*. Supreme Court of New York. 113 N. Y. Supp. 524.

Special Damages for Failure to Deliver Message.—Where there is nothing in a message to give the telegraph company notice that special damages will result from a failure of delivery, such damages cannot be recovered.—*Lewin-Cole Commission Co. v. Western Union Telegraph Co.* Court of Civil Appeals of Texas. 115 S. W. 313.

Fire Set by Locomotive.—Where a building, near a railroad track, is destroyed by a fire occurring a few minutes after a locomotive emitting sparks has passed opposite to it, and sufficiently near for the sparks to have communicated the fire, these two facts furnish the legitimate basis for presumption that the fire was occasioned by the sparks, in the absence of any other assignable cause.—*Thomason v. Kansas City Southern Ry Co.* Supreme Court of Louisiana. 48 South. 452.

Admissibility of Evidence of Custom of Seed Trade.—Under a plea which alleged that the seed was sold subject to the custom of seed merchants in the seed trade in the city and state of New York, the court properly sustained an objection to testimony going to prove the custom of seed merchants generally, and there was no tender of proof that the plaintiff had knowledge of any such custom.—*Vaughan's Seed Store v. Stringfellow*. Supreme Court of Florida. 48 South. 410.

Construction of Side Tracks.—Private persons or corporations desiring the construction of side tracks to accommodate their particular industries should proceed under Const. art. 9, sec. 33 (Bunn's Ed. sec. 246), requiring such persons or corporations to pay the expense of such construction, and not under section 18 (Bunn's Ed. sec. 223), relating to the establishment of public service facilities and conveniences.—*Chicago, R. I. & P. Ry. Co. v. Miller Grain Co.* Supreme Court of Oklahoma. 99 Pac. 901.

Notice to Consignee.—Where B/L required the carrier to notify the consignee of the arrival of the goods, it was bound to notify the consignee at its known place of business, and it was not sufficient to mail the notice to the place of delivery where the consignee was known not to be doing business, and where the notice would not be received.—*National Bank of Commerce of Kansas City v. Southern Ry. Co.* Kansas City Court of Appeals. 115 S. W. 517.

Suit to Recover Overcharges by Warehouseman.—Since one engaged in the business of buying, selling, and shipping cotton, who must pay overcharges for the storage of the cotton in a public warehouse, may recover in one action all the overcharges paid for a cotton season, or may maintain numerous actions at law therefore, equity is without jurisdiction to grant relief to prevent a multiplicity of suits.—*Gulf Compress Co. v. Harris, Cottner & Co.* Supreme Court of Alabama. 48 South. 477.

Compelling Carrier to Share Facilities with Rival.—The property of a railway company is taken without due process of law by Ky. Const. sec. 213, under which, as construed by the state courts, such company may be compelled, upon payment simply for the service of carriage, to accept cars offered to it at an arbitrary connecting point near its terminus, by a competing road, for the purpose of reaching and using the former's terminal facilities.—*Louisville & Nashville Railroad Co. v. Central Stock Yards Co.* Supreme Court of the United States. 29 Sup. Ct. Rep. 246.

No Judgment Against Bucket-Shop by Service on Agent.—One who succeeded to the business of a firm, and in its name corresponded and maintained business relations with a foreign corporation without its ever having heard of him, he renting and maintaining his own office, and merely transferring to the corporation bucket-shop business which he was unwilling or unable to handle, was not its managing agent, within Code Civ. Proc. Neb. secs. 73, 75, authorizing service of process on such an agent.—*Swarts v. Christie Grain & Stock Co.* Circuit Court, Western District of Missouri. 166 Fed. 338.

Monopolies.—Where it is alleged that certain parties in violation of such act of the territorial legislature had entered into and become members of a pool, trust, agreement, combination, and understanding with each other to create a monopoly in the business of buying and selling lumber, coal and grain, and that, acting thereunder, they were enabled to and were charging the public unjust, unreasonable and exorbitant prices for such commodities, and preventing others from engaging in such business, such acts constitute a public, common nuisance, and the parties thereto may be restrained as provided for in sec. 4440, Wilson's Rev. & Ann. St. Okl. 1903, at the suit of the county attorney.—*Territory v. Oklahoma Mill & Elevator Co.* Supreme Court of Oklahoma. 99 Pac. 911.

Carrier Liable for Deviation from Route.—Where an initial carrier in transporting goods, instead of carrying them to the terminus of its line, and there delivering them to a connecting carrier as provided in the B/L, unnecessarily deviated from the prescribed route by delivering them to another company at an intermediate common point to be carried to the initial carrier's terminus, the initial carrier was liable for damages to the goods on the other company's line, tho' the contract of shipment provided that it should be liable only for losses occurring on its own line, since it was in the wrong, and it would be impossible to determine that the loss would have occurred had there not been a deviation from the prescribed route.—*St. Louis, I. M. & S. Ry. Co. v. Caldwell*. Supreme Court of Arkansas. 116 S. W. 210.

Shipper's Recovery Under Rate Not Established.—In September, 1901, certain connecting railroads entered into a contract with a grain dealer, whereby they agreed to transport grain for him from Omaha, Neb., to Texarkana, Tex., through Kansas City, Mo., at a stipulated joint rate. No

legally established joint rate was then in force on these roads between the points named. The contract specified the proportion of the stipulated rate each road was to receive. A large amount of grain was shipped over these roads upon this rate. The rate was not established as required by law. Afterwards the shipper commenced an action against one of the roads to recover overcharges paid to it upon its proportion of such rate for said shipment. Held, that the failure to establish the rate as required by law cannot be interposed as a bar to the action.—*Kansas City Southern Ry. Co. v. C. H. Albers Commission Co.* Supreme Court of Kansas. 99 Pac. 819.

Shipper Must Deliver Grade of Wheat Contracted.

Austin Mill & Grain Co.
v.
McFarland & Stauffacher.

An appeal from the Arbitration Committee of the Oklahoma Grain Dealers' Assn. per their decision of Nov. 15, 1907.

This controversy arises from the sale Jan. 31, 1907, of 5,000 bus. of choice No. 2 soft sweet milling wheat at 65 1/2 c per bu. for Blackwell by McFarland & Stauffacher, Blackwell, Okla., to the Austin Mill & Grain Co., Brownwood, Tex., destination wts. and grades to govern, etc.

It appears that 4 cars of this wheat were shipped and accepted by the Austin Mill & Grain Co. However, the 5th car on the contract was turned down at destination by the Austin Mill & Grain Co. as not being contract grade.

The original decision in this case was in favor of McFarland & Stauffacher for an amount "not named" of their claim. This decision is reversed and we now find for Austin Mill & Grain Co. for reasons set forth below.

It would appear that D. W. King as agent for the Austin Mill & Grain Co. made this purchase in person from McFarland & Stauffacher and that the confirmation was in terms set forth above, to wit: "Choice No. 2 soft milling wheat," and that Mr. King told Mr. McFarland that other wheat than above would not be satisfactory. It further appears that one of the four cars accepted by the Mill at Brownwood was somewhat off the contract grade. Immediately on receiving this car the Austin Mill & Grain Co. wrote McFarland & Stauffacher, complaining of this car and telling them that they, McFarland & Stauffacher, must not ship any more wheat of this character, explaining that they could not use it and would be compelled to turn down future shipments of like character.

It further appears that the filling of this contract was rather long drawn out by mutual consent and that during the interim D. W. King was again in Blackwell and further confirmed that they could not send anything on the contract except choice No. 2 soft wheat and that McFarland & Stauffacher showed him samples of some wheat on hand, which Mr. King very promptly declined to accept on contract suggesting that he preferred to wait for wheat of contract quality. Later the car of wheat in question was received at Brownwood, Tex., and graded No. 3 mixed wheat, which grade was later confirmed at Galveston. We are therefore of the opinion that the Austin Mill & Grain Co. had a right to refuse to accept this car of wheat on contract, and we therefore hold that the Austin Mill & Grain Co. is entitled to its claim of 16 1/2 c per bu. on minimum car of choice No. 2 soft wheat. We find the price to be equitable and find that a minimum car of wheat on the Santa Fe is 40,000 lbs. We therefore award the Austin Mill & Grain Co. 666 2/3 bus. of wheat at 16 1/2 c per bus., \$110.

We therefore instruct McFarland & Stauffacher to pay the Austin Mill & Grain Co. \$110 and that the costs of this appeal be assessed against McFarland & Stauffacher.

J. H. Shaw, Chairman.
R. M. Kelso, Secretary.
H. Work,
Tri-State Appeals Committee.

The Christian Science newspaper, the "Monitor" of Boston, has for its motto "First the blade, then the ear, then the full grain in the ear." We wish all grain dealers lives might develop like the corn.

Shipper Not Required to Guarantee Grade After Inspection.

Deer Creek Elev. Co.

vs.

H. F. Probst.

In the above case we, your committee find that the sole controversy in this matter, as we understand it, is in relation to one car corn C. R. I. & P. No. 54610, shipped from Drury, Kan., way-bill S. F. T-2, Mar. 6, 1907, which was inspected at Ft. Worth Mar. 30, and found to be no grade corn; instead of three or better as contracted. From evidence offered, this car arrived in Ft. Worth Mar. 15, 1907, but we understand the proposition was three or better corn on the arrival at Ft. Worth.

Owing to the fact that the defendant shipped the corn as instructed by the plaintiff and furnished him with bill of lading for same, the corn to all intents and purposes had passed beyond the control and possession of the defendant; and owing to the climatic effect of weather upon the corn in the vicinity of Ft. Worth at this season of the year we think it behooves the plaintiff to use special diligence in seeing that his corn was promptly looked after upon arrival, and from the fact of same arrived Mar. 15th and was not inspected until Mar. 30th, we, your committee, think the defendant did not use diligence.

On the other hand, from evidence before us, we should judge that the defendant acted promptly in notifying the plaintiff of the arrival of car when called to his attention. Not only once but repeatedly. We therefore think that the defendant is entitled to verdict and that the plaintiff's claim against the defendant for \$169.63 should be cancelled, or in other words, the Deer Creek Elev. Co. give H. F. Probst credit on their books for the sum of \$169.63 and the costs in the case be assessed against the plaintiff, the Deer Creek Elev. Co., and their resources, if they have any, should be against the Arkansas Valley Grain Co.

Respectfully submitted,

J. H. Shaw, Chairman.
R. M. Kelso, Secretary.
H. Work.

Tri-State Appeals Board.

Books Received

EXPERIMENTS WITH OATS.—In 1908 some new importations of oats were introduced from Sweden, the beardless Propsteier, black Mogul, golden rawn, Hvitting, white Ligowa and white Propsteier and also the regenerated Swedish select. For over 40 varieties the Ohio Station has tabulated length of growing season, color, yield and weight per bushel. The Station is testing a strain of winter oats. Bulletin No. 88, 8 pages; Ohio Agric. Expt. Sta., Wooster, O.

VARIETY TESTS OF OATS.—Tests of 42 varieties of oats were made during 1908 by the South Dakota State College. Oats owing to the unfavorable season the oat crop has been a partial failure. All varieties were affected by rust and smut. Of all varieties tried at this station the Sixty-Day oat has proven the best. It was received in 1901 from Proskurov, Russia, and during 7 years has made an average yield of 62.5 bushels, the largest yield was in 1904, 84.4 bushels, and the smallest yield in 1907, 24.7 bushels. The past season it made 59.2 bushels, with a stand of 90 per cent. Bulletin No. 110; Agricultural Expt. Sta., South Dakota State College, Brookings, S. D.

ELEVATOR CONSTRUCTION is the title of a very interesting book published recently for the use of elevator owners, builders and contractors. It is designed to show conditions under which rates are made on country elevators from a fire insurance standpoint. It is designed to warn grain dealers and builders against maintaining or erecting plants containing expensive and extremely perilous fire hazards. Every dealer who contemplates building a new or overhauling an old elevator, should obtain a copy of this pamphlet, and peruse it carefully, as by taking advantage of the information contained in the book, many dollars can be saved annually in the cost of insurance so long as the elevator stands. Copies can be obtained for the asking by readers of the Journal who address Grain Dealers Fire Insurance Co., Indianapolis, Ind.

Send us detailed reports on grain you see leaking from cars in transit. Help your brother dealers to collect their shortage claims and they will involuntarily reciprocate.

Milwaukee Given Chicago Grain Rates.

The Interstate Commerce Commission on Mar. 2 gave a decision restoring the 1200 miles of the Burlington, Cedar Rapids & Northern Road to the same grain rate basis to terminals as obtained before its acquisition by the Rock Island System in 1902.

Burlington was the eastern terminus of the B. C. R. & N., from which joint rates were made to Milwaukee over other roads, until canceled by the Rock Island management to hold the grain for the haul to Chicago, the Rock Island having no line to Milwaukee. This left the rates on grain 3 cents higher to Milwaukee.

On complaint by the Milwaukee Chamber of Commerce the Interstate Commerce Commission has ordered the Chicago, Rock Island & Pacific Railway and the Chicago, Milwaukee & St. Paul Railway to establish on or before Apr. 20 and for a period of at least two years thereafter to maintain thru rates for the transportation of corn, rye and oats in carloads from local non-competitive stations on the lines of that part of the system of said defendant, the Chicago, Rock Island & Pacific Railway, that was formerly the Burlington, Cedar Rapids & Northern Railway, thru Clinton, Ia., to Milwaukee, Wis.; and to publish on or before Apr. 20 and for a period of at least two years thereafter to maintain, for the transportation of corn, rye and oats, in carloads, over such routes joint thru rates which shall not exceed the thru rates on those grains from the same local non-competitive points over the line of the Chicago, Rock Island & Pacific Railway to Chicago.

Commissioner Harlan said "The attitude of the defendant amounts in substance to the proposition that it may lawfully deny to grains produced along its lines any access to the Milwaukee market, because it furnishes ample markets on its own rails at Chicago, Peoria, St. Louis, Minneapolis and at other points by it. The claim is that as Chicago affords as good a market for grain as does Milwaukee, the principal defendant may lawfully so adjust its rate schedules as to force the grain to Chicago. That view of its duty to itself wholly overlooks its duty to the shipper. It overlooks the right of the shipper and dealer in grain to choose his own market and to do business where he prefers or finds it more advantageous to carry it on. As we understand the general rule of law, an interstate carrier has no right, at least under any ordinary circumstances, to choose or in any way to control the markets in which its shippers may buy or sell their wares."

Imports and Exports of Hay.

Hay amounting to 3,677 tons was imported during 1908, compared with 42,000 tons during 1907.

Exports of hay during 1908 were 70,860 tons against 71,511 tons in 1907, as reported by O. P. Austin, chief of the Bureau of Statistics.

"Don't you think this dealing in futures is awful?" asked the young woman who would like to reform the world.

"I don't know much about it," confessed the woman with suspiciously blonde hair, "but I'm sure it must be much nicer than dealing in pasts."

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Patents Granted

Conveyor Spiral. No. 915,702 (see cut). Wilhelm Schroer, Dahlerbruck, Germany. The spiral consists of a screw blade extending around a shaft for more than a full pitch and of a spiral base integral therewith and in T-shape adapted to fit over a shaft and having only half the thickness of the screw blade.

Grain Door. No. 915,566 (see cut). Lillie Dimick, South Whitley, Ind. This door attachment comprises a series of plates arranged vertically and pivoted together so as to work freely in a vertical plane. The plates are loosely connected with a transverse spring carrier so that they are depressed to contact with the floor even out of line.

Grain Door. No. 914,994 (see cut). Daniel W. Thomas, New Holland, Ill. The door has jamb irons bent upon themselves to form grooves, continuations of the grooves being formed by pivoted latches in line with the bent portions. The lower door has laterally extensible strips adapted to enter the grooves, and the side edges of the upper door are adapted to be retained by the latches. The latches are locked in engagement with the upper door and lugs on the inner face of the upper door engage slots in the latches.

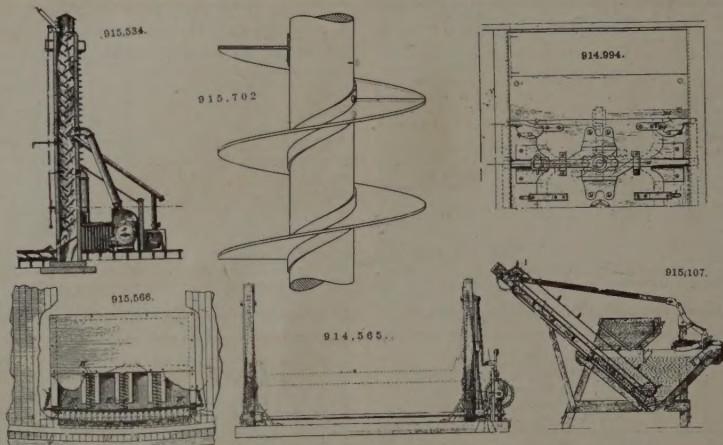
Wagon Dump and Elevator. No. 914,565. (See cut.) Frank Gahm, Streator, Ill. Combined with a movable platform are a lifting chain, a rotatable winding shaft, two sets of mechanism adapted to rotate the shaft in opposite directions, a drive shaft, a clutch on the drive shaft to engage either set of mechanism, a pivoted lever for shifting the clutch, a swinging bar, means on

the platform to swing the bar when near one end of the movement of the platform, a link pivotally attached to the shifting lever, a pin secured to the link, a rotating device to engage the pin to pull the link forward, means being provided in connection with the swinging bar for normally holding the pin out of contact with the rotating device.

Combined Grain Drier, Cooler and Bleacher. No. 915,534. (See cut.) Edward P. Arnold, Chicago, Ill. A slide centrally located divides the tower to form two compartments both containing centrally pivoted shelves arranged in series, each series being operated independently. Fed in at top the grain drops down the baffle plates and is drawn off at bottom by the conveyor. Fumes from a chemical furnace are forced into the upper compartment into which a hot air pipe also enters. Outside

of the tower is a cold air pipe entering the wall of the tower and also communicating with a heating chamber, so that a fan can draw air thru the lower part of the tower and thence into the heating chamber thru the cold air pipe. The feed is regulated by a damper and the shelves are pivoted.

Smut Machine. No. 915,107 (see cut). Robert J. Owens, Minneapolis, Minn. On the wall of a tank is an inclined plate having a series of perforations. A skimmer sweeps over the surface of the solution in the tank and up over the surface of the inclined plate, a spring yieldingly connecting the skimmer and a lever pivoted above the tank. On the return stroke of the lever the skimmer is raised above the inclined plate and above the level of the solution by means of a cam device on the side of the tank.



FIRE INSURANCE A Few Things Worth Knowing About the Millers' National Insurance Company

THE thirty-third annual report to policyholders of the Millers' National Insurance Co., just issued, shows that while the losses were the largest it ever sustained, it made the greatest increase in business in its history.

It also made the lowest assessment it ever made, same being 6 per cent for the year, or only 30 per cent of the annual rate, equal to a 70 per cent saving on the basis of a cash premium for the rate charged. The total

cash assets of the company are \$1,512,426.14, and the total liabilities are \$582,259.15, leaving a net cash surplus of \$930,166.99. Risks in force December 31, 1908, \$46,809,-154.03, an increase during the year 1908, of \$6,468,383.07. Losses paid since organization, \$6,054,303.83.

If there is anything more convincing desired by millers or grain dealers who are looking for inexpensive and safe insurance any one of the following officers, directors or agency managers will be pleased to give it.

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Net Cash Assets	\$261,480.33
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J. G. SHARP, Secretary

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No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives it to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

Grain Dealers Journal

255 La Salle Street,

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